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# Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

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At the Zeebrugge celebrations (see page 11) there was an attractive Danae aboard the Leander frigate of the same name—Miss Danae Brooks, model and feature writer

## Queen Mother to open sub. base

H.M.S. Neptune, the Clyde Submarine Base for Britain's Polaris Force, will be virtually completed when the Queen Mother pays an official visit there on May 10.

The project, one of the largest construction jobs undertaken in this country in recent years, representing just over five years of intensive effort by the Ministry of Public Building and Works, is the first naval base to be built in Britain for more than 50 years.

Work on the base started in

1964 and it had to be ready in time to accept Britain's first Polaris submarine, H.M.S. Resolution.

Despite the complexities of the scheme and, during the early stages construction and planning went hand in hand for the Ministry of Defence was still working out the details of requirements, the target date was met.

When Resolution went alongside in October last year, the technical facilities needed to service her were ready.

The task, costing about £24 million, necessitated diversion roads, widening the approach channel into the Gareloch, provision of a jetty to provide berthing for 11 submarines and a frigate, as well as the large storage depot for missiles and other weapons at Coulport, eight miles away on Loch Long.

Family accommodation in Helensburgh and Rhu provides quarters for over 850 officers and the Faslane Base, provides accommodation for submarine crews, maintenance and office staffs totalling about 1,500.

When fully manned the whole concept will employ well over 4,500 personnel, 3,000 of them being in uniform.



The Queen Mother

## CALLING OLD NEPTUNES

The Base Executive Officer, Cdr. J. R. B. Montanaro, is anxious to contact people who have served in a previous H.M.S. Neptune, in order to form a Neptune Association.

## H.M.S. Hardy refit

H.M.S. Hardy, the Blackwood class anti-submarine frigate, left Portsmouth on April 26 for a 12-month refit in Gibraltar dockyard.

During her continuous seven-year commission Hardy has steamed 247,000 miles, working with the Londonderry and Portland squadrons.

An exciting programme is expected to draw more than 20,000 people to Rosyth Navy Days on June 1 and 2, and they will find more ships to see than in recent years.

The list includes the guided-missile destroyer H.M.S. Hampshire, five other destroyers or frigates, two submarines, and two vessels of the Royal Fleet Auxiliary.

Besides looking over the ships, members of the public will be able to sail down the Forth in some of the smaller vessels, with opportunities to view the famous road and rail bridges from unusual angles.

Displays in the dockyard basin will include diving and an air/sea rescue demonstration by helicopter, while Royal Marines will entertain with spectacular free-fall parachute drops. The team of

## ROSYTH NAVY DAYS 'THRILLERS'



Seeing the world. This picture of H.M.S. Hampshire was taken in the Inland Sea of Japan

"sky divers" is expected to include one girl. The Royal Marines will

also be providing an exhibition of dare-devil motor-cycling.

There are many other items to interest, including film shows.

# BULWARK HOME FROM THE EAST

A crowd of 1,000 relatives and friends greeted their menfolk in H.M.S. Bulwark when she returned to Portsmouth on April 25.

The commando ship left Portsmouth in August, 1966, but most of those on board recommissioned the ship in Singapore in October, 1967.

Bulwark is to join the Western Fleet. After her ship's company have been given leave, she will start a programme of exercises and visits which will last until August, when she will return to Portsmouth to start a long refit.

The first commando ship—Bulwark was converted from a light fleet carrier in Portsmouth dockyard in 1959-60—she has been at sea for some five months of the six month period since recommissioning.

The long period of sea time covered the withdrawal from Aden and subsequent events. Since October the ship has steamed 46,000 miles, half the

total for the whole 20-month period since she left Portsmouth.

The ship's embarked squadron is 845 Naval Air Commando Squadron, which is equipped with Wessex Mk. V helicopters. The "choppers" were disembarked to R.N. Air Station, Culdrose, shortly before the ship arrived at Portsmouth.

Embarked for substantial periods were 40 and 42 Royal Marine Commando. These units are still in Singapore.

The commanding officer, Capt. A. M. Power, a former Captain of H.M.S. Excellent, was relieved by Capt. J. A. Templeton-Cotill on May 1.

Capt. Power is to be pro-

## Resolution to go on patrol

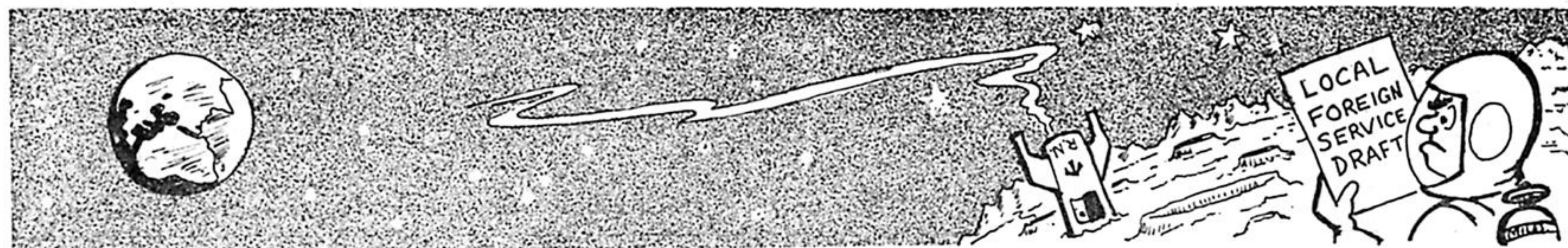
H.M.S. Resolution, Britain's first Polaris submarine, with her nuclear-war-headed missiles embarked, will start her operational life this month when she sets off for a two-month underwater patrol.

During the 56-day tour the ship's company will occupy their spare time in educational classes, correspondence courses, inter-department contests, quizzes, music and reading.

## BIG QUAYSIDE WELCOME







There are signs that many men do not know what they are asking for when they select Local Foreign Service (L.F.S.) on a Drafting Preference Card. This first came to light when examining the cards which you sent in during March.

A surprising number of ratings said that they were not volunteers for L.F.S. and then under Overseas Service volunteered for H.M. Ships Tamar, Terror and Mauritius, which are all L.F.S. billets.

Members of several leading rates' leadership courses were asked what they thought Local Foreign Service meant. Their answer in general was service in

# Not as 'local' as you might think

## DRAFTY'S CORNER

places such as Malta, Gibraltar, or Norway which, although foreign, are not very far away.

Not so. Ordinary foreign service means service in a ship which spends so little time in one place that the cost of sending out families would not be justified.

Local Foreign Service means service on shore abroad (outside France, Germany, and Belgium), or service in a ship which spends enough time in one place abroad to justify family passages and allowances.

France, Germany, and Belgium, incidentally, count as Port Service.

Now that the misunderstanding

has been spotted we can and will alter the next edition of the Drafting Preference Card to clear it up.

Not only married men are drafted to L.F.S. billets, although most of the volunteers for this type of service are family men or bachelors with marriage in mind.

Single men and married men who choose not to take their families with them serve a normal overseas stint of 15 months.

Men who are accompanied by their families may be required to serve for up to 30 months, but in order to share out these popular and rapidly-vanishing billets among those wishing to take their families to foreign parts, Drafty normally restricts such a draft to 25 months (24 months in the Gulf).

For the single man or the grass widower, L.F.S. is like any other Foreign Service draft, but for the rating who decides to take his family with him there are various points which need

explaining, and you might like to think about those that follow when you're making up your mind about L.F.S.

Service wives who join their husbands overseas by official passage, may return to the U.K. in advance of their husbands because they don't like the life or because they need to return to U.K. for personal reasons. If there is no compassionate reason to cut short the husband's commission, he may be required to serve unaccompanied for a period of up to 15 months.

Ships on L.F.S. may be away from the base port for as much as half their time, or perhaps a little longer. Sometimes a ship's movements are known well in advance and sometimes they are not. It all depends on the political situation in that part of the world at that time, and you know how quickly that can change.

So wives and families may have to settle in by themselves or with the help of friends if Dad happens to be away.

Ratings on L.F.S. under the age of 21 who are joined by

## TELL THEM ABOUT YOUR EVER-LOVING

Not everyone fills in a new chit when he gets married or moves house. An out-of-date N.O.K. chit can cause delay in reporting serious illness or death.

And if Drafty does not know when a man abroad has been joined by his wife he cannot help it if he tells off a relief to join at the 15-month point.

So if you are married and don't want to come home 10 months early, make sure that your service certificate is up to date as regards your ever-loving.

their wives may volunteer to serve for more than 15 months. Requests to change to the normal L.F.S. accompanied commission (25 months) must have the captain's and Drafty's approval, and should reach Haslemere at least six months before your 15-month commission is due to end.

The days of Local Foreign Service are numbered, and few, if any lucky wives will be setting off to join husbands overseas in the Seventies.

Time is running short, so anyone wanting this type of service should volunteer now.

### List of Ships for which C.N.D. will be issuing Draft Orders during June, 1968

Advance Party	To Join
Salisbury (G.S.C.)	Dec., 1968
<b>Main Parties</b>	
Euryalus (G.S.C.)	Dec., 1968
Breton (F.S.C.)	Dec., 1968
Intrepid (H.S.S. and F.S.C. in continuation)	Dec., 1968

The last of the eight County class guided-missile destroyers, H.M.S. Norfolk, appears in the latest issue of the commissioning forecast for the first time.

Norfolk, launched on November 16, 1967, is due to commission for general service in Home waters and East of Suez in September, 1969.

The 1928 cruiser Norfolk, which served with such distinction in the Second World War, was broken up in 1950.

Another interesting item in the forecast is that in April, 1969, the first Phantom squadron, No. 892, will join H.M.S. Ark Royal.

#### MAY

LINCOLN (A/D Frigate), May 2 at Devonport, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

HARDY (A/S Frigate), May 20 at Gibraltar, LRP complement, Local Foreign Service.

ROTHESAY FLIGHT, May 20 at Portland, General Service Commission, U.K. Base Port, Portsmouth, Wasp.

#### JUNE

LEOPARD (G.P. Frigate), June 11 at Portsmouth, General Service Commission, (Phased), Home/East of Suez (FE), U.K. Base Port, Portsmouth.

DUNDAS (A/S Frigate), June 21 at Gibraltar Home Sea Service, Portland Squadron, U.K. Base Port, Chatham, (A.)

GURKHA (G.P. Frigate), June 21 at Rosyth, LRP complement, Port Service.

ENDURANCE (Ice Patrol Ship), June 27 at Belfast, General Service Commission, Home/South Atlantic and South America, U.K. Base Port, Portsmouth.

ENDURANCE FLIGHT, Mid 1968, General Service Commission, Transfers from Protector, U.K. Base Port, Portsmouth, Whirlwind.

#### JULY

HERMIONE FLIGHT, July 1 at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

NUBIAN (G.P. Frigate), July 4 at Portsmouth, General Service Commission.

# NORFOLK TO JOIN FLEET IN 1969

sion, Home/East of Suez (ME) (Phased), (Captain's command.) U.K. Base Port, Portsmouth, (B).

ROTHESAY (A/S Frigate), July 4 at Rosyth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

EXMOUTH (A/S Frigate), July 18 at Chatham, Home Sea Service for special trials, U.K. Base Port, Chatham.

ANDROMEDA (G.P. Frigate), July 24 at Portsmouth for trials, Port Service, Commissions November 11.

#### AUGUST

BRINTON (M/H), August 1 at Devonport for trials, Commissions September 26 (E).

BRIGHTON (A/S Frigate), August 5 at Chatham for Special Refit (DY control), Port Service, (Date, tentative).

FALMOUTH (A/S Frigate), August 12 at Rosyth for Special Refit (DY control), Port Service, (Date, tentative).

GAVINTON (M/H), August 15, at Chatham for trials, Commissions October 10, (E).

PHOEBE (G.P. Frigate), August 22 at Chatham, General Service Commission, (Phased), Home/East of Suez (FE)/Home (Captain's Command), U.K. Base Port, Chatham.

WISTON (C.M.S.), August 30 at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

BERRY HEAD (Maintenance ship), August at Portsmouth (for trials), Port Service, U.K. Base Port, not yet decided.

#### SEPTEMBER

BILDESTON (M/H), September 5 at Rosyth for trials, Port Service, Commissions October 31.

PUNCESTON (C.M.S.), September 11 (tentative date), at Gibraltar, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

WOOLASTON (C.M.S.), September 18 (tentative date) at Gibraltar, Crew ex Punceston for passage only. Turn over to London Division R.N.R. on arrival in U.K.

PLYMOUTH (A/S Frigate), September 26 at Chatham for trials, Port Service, Commissions November 28.

This is the latest commissioning information available, and details which have appeared in previous issues of "Navy News" must be disregarded.

CHICHESTER (A/D Frigate), September 26 at Chatham, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Chatham.

BRINTON (M/H), September 26 at Devonport, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

YARMOUTH (A/S Frigate), September 30 at Portsmouth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth, (Date, tentative).

#### OCTOBER

BURNASTON (C.M.S.), October 4 at Bahrain, Foreign Service Middle East, 9th M.C.M. Squadron, (E).

BEACHAMPTON (C.M.S.), October 4 at Bahrain, Foreign Service Middle East, 9th M.C.M. Squadron, (E).

YARNTON (C.M.S.), October 4 at Singapore, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

BRERETON (M/H), October 8 at Portsmouth for trials, Port Service, Commissions December 17, (E).

GAVINTON (M/H), October 10 at Chatham, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

PHOEBE FLIGHT, October 14 at Portland, General Service Commission, Wasp, U.K. Base Port, Chatham.

PLYMOUTH FLIGHT, October 14 at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.

DEVONSHIRE (GM Destroyer), October at Portsmouth, LRP complement, Port Service.

MINERVA (G/P Frigate), October 24 at Chatham, General Service Commission (Phased), Home/East of Suez (ME)/Home, U.K. Base Port, Chatham.

BILDESTON (M/H), October 31 at Rosyth, Home Sea Service, 1st M.C.M. Squadron, U.K. Base Port, Rosyth.

#### NOVEMBER

CHAWTON (C.M.S.), November 1 at Bahrain, Foreign Service Middle East, 9th M.C.M. Squadron, (E).

KEDLESTON (M/H), November 7 at Devonport for trials, Port Service, Commissions January 3, 1969.

ANDROMEDA (G.P. Frigate), November 11 at Portsmouth, General Service Commission, Home/East of Suez (FE), (Captain's Command), U.K. Base Port, Portsmouth.

JUPITER FLIGHT, November 11 at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.

KELLINGTON (M/H), November 14 (tentative date) at Chatham for trials, Port Service, Commissions January 17, 1969.

ALBION (Cdo Ship), November 20 at Singapore, Foreign Service East of Suez (FE), U.K. Base Port, Portsmouth, (A.)

WHITBY (A/S Frigate), November 26 at Portsmouth, General Service Commission, U.K. Base Port, Portsmouth.

PLYMOUTH (A/S Frigate), November 28 at Chatham General Service Commission, Home/East of Suez (FE), U.K. Base Port, Devonport.

HERMIONE (G.P. Frigate), November at Portsmouth, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Portsmouth.

BERRY HEAD (Maintenance Ship), November at Portsmouth, Local Foreign Service.

#### DECEMBER

MINERVA FLIGHT, December 9 at Portland, General Service Commission, Wasp, U.K. Base Port, Chatham.

INTREPID (Assault Ship), December 10 at Singapore, Foreign Service East of Suez (FE), U.K. Base Port, Devonport, (A.)

EURYALUS (G.P. Frigate), December 16 at Devonport, General Service Commission (Phased), Home/East of Suez (FE), (Captain's Command), U.K. Base Port, Devonport.

BRERETON (M/H), December 17 at Portsmouth, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

826 SQUADRON, HERMES, December (tentative date) at Cudde, General Service Commission, Wessex, U.K. Base Port, Portsmouth.

S.A.R. FLIGHT HERMES, Late 1968 at Cudde, General Service Commission, Wessex, U.K. Base Port, Portsmouth.

ANDROMEDA FLIGHT, December at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

#### JANUARY, 1969

KEDLESTON (M/H), January 3 at Devonport, Home Sea Service, 4th M.C.M. Squadron, U.K. Base Port, Rosyth.

SIRIUS (G.P. Frigate), January 9 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Portsmouth.

FIFE (G.M. Destroyer), January 14 at Chatham, General Service Commission, Home/East of Suez (FE)/Home, (Phased), U.K. Base Port, Chatham.

KELLINGTON (M/H), January 17 at Chatham, Home Sea Service, 4th M.C.M. Squadron, U.K. Base Port, Rosyth.

EAGLE (Carrier), January/February at Devonport, General Service Commission (Phased), Home/East of Suez (FE)/Home, U.K. Base Port, Devonport.

ASHANTI (G.P. Frigate), January 30 at Portsmouth for trials, Port Service, Commissions March 27.

#### FEBRUARY

ESKIMO (G.P. Frigate), February 6 at Portsmouth, General Service Commission (Phased), Home/East of Suez (ME), U.K. Base Port, Portsmouth.

CAPRICE (Destroyer), February 6 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Portsmouth.

GALATEA (G.P. Frigate), February 13 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE)/Home, (Captain's Command), U.K. Base Port, Portsmouth.

JUPITER (G.P. Frigate), Mid February at Devonport, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Devonport.

LONDONDERRY (A/S Frigate), February 20 at Rosyth for trials, Port Service, Commissions May 1.

#### MARCH

ASHANTI (G.P. Frigate), March 27 at Portsmouth, General Service Commission, Home/East of Suez (ME)/Home, U.K. Base Port, Devonport, (Captain's Command).

ESKIMO FLIGHT, March at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

ASHANTI FLIGHT, March at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.

#### APRIL

GLAMORGAN (G.M. Destroyer), April 21 at Devonport, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Devonport.

TARTAR (G.P. Frigate), April at Gibraltar, LRP complement.

892 SQUADRON, ARK ROYAL, April at Yeovilton, General Service Commission, Phantoms, U.K. Base Port, Portsmouth.

#### MAY

LONDONDERRY (A/S Frigate), May 1 at Rosyth, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Portsmouth.

CAVALIER (Destroyer), May at Devonport, General Service Commission, Home/West Indies (Phased), U.K. Base Port, Devonport.

ANTRIM FLIGHT, May 1 at Portland, General Service Commission, Wessex, U.K. Base Port, Portsmouth.

#### JUNE

HAMPSHIRE (G.M. Destroyer), June at Chatham, LRP complement.

BACCHANTE (G.P. Frigate), June at Newcastle (tentative), General Service Commission, Home/West Indies, (Captain's Command), U.K. Base Port, Portsmouth.

VIDAL (Survey Ship), June, LRP complement at Chatham.

LOWESTOFT (A/S Frigate), June at Chatham for trials, Port Service, Commissions August, 1969.

ENDURANCE (Ice Patrol Ship), End June at Portsmouth, 50 per cent. of ship's company, General Service Commission, (Home/South Atlantic/South America).

SALISBURY (A/D Frigate), June (tentative date) at Devonport, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Devonport.

#### JULY

CHARYBDIS (G.P. Frigate), July at Belfast (tentative), General Service Commission, U.K. Base Port, Portsmouth.

BACCHANTE FLIGHT, July at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

#### AUGUST

ANTRIM (G.M. Destroyer), Mid-August at Glasgow (tentative), General Service Commission, Home/East of Suez (FE), U.K. Base Port, Portsmouth.

PUMA (G.P. Frigate), August at Devonport, General Service Commission Home/East of Suez (FE), (Phased), U.K. Base Port, Devonport.

LOWESTOFT (A/S Frigate), August (tentative date) at Chatham, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Chatham.

SCYLLA (G.P. Frigate), August (tentative date) at Devonport for trials, Port Service.

SEPTEMBER  
NORFOLK (G.M. Destroyer), September at Widdow (tentative), General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

LONDONDERRY FLIGHT, September at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

NOTES.—It is emphasised that the dates and particulars given are forecasts only and may have to be changed—perhaps at short notice.

The terms "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phased-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

Ships in which locally entered Cooks (S) Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards (B), Cooks (S) other than P.O. Cook (S) all cooks (O) and all Stewards (C)—Cooks (O) and Stewards only (D)—Cooks (S) other than C.P.O. and P.O. all Cooks (O) and all Stewards (E)—Leading Cooks (S) and Stewards only (F)—Cook (S) and Steward only.

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These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

Ships in which locally entered Cooks (S) Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards (B), Cooks (S) other than P.O. Cook (S) all cooks



## SHIPS OF THE ROYAL NAVY

WILD CAT JOINING  
DOLPHIN SQUADRON

First of her name to serve with the Royal Navy, the Oberon class patrol submarine H.M.S. Ocelot was built in H.M. Dockyard, Chatham, being laid down in November, 1960, launched in May, 1962, and completed on January 31, 1964.

The Oberon class are able to maintain high underwater speeds and continuous submerged patrols in any part of the world. They are equipped to fire homing torpedoes from their eight 21-inch tubes.

Ocelot was launched by Lady Sanders, wife of Vice-Admiral Sir T. Sanders, the then Director-General Dockyards and Maintenance.

Her first three years after commissioning were spent in the

Third Submarine Squadron, based on Faslane.

In that commission she covered 90,000 miles, paying visits to Gibraltar, Malta, Piraeus, Oslo, Stockholm and Sunderland, as well as

taking part in many exercises. During that time she was commanded by Lieut.-Cdr. O. B. Sharp, Lieut.-Cdr. G. G. W. Hayhoe, and Lieut.-Cdr. A. L. Miller.

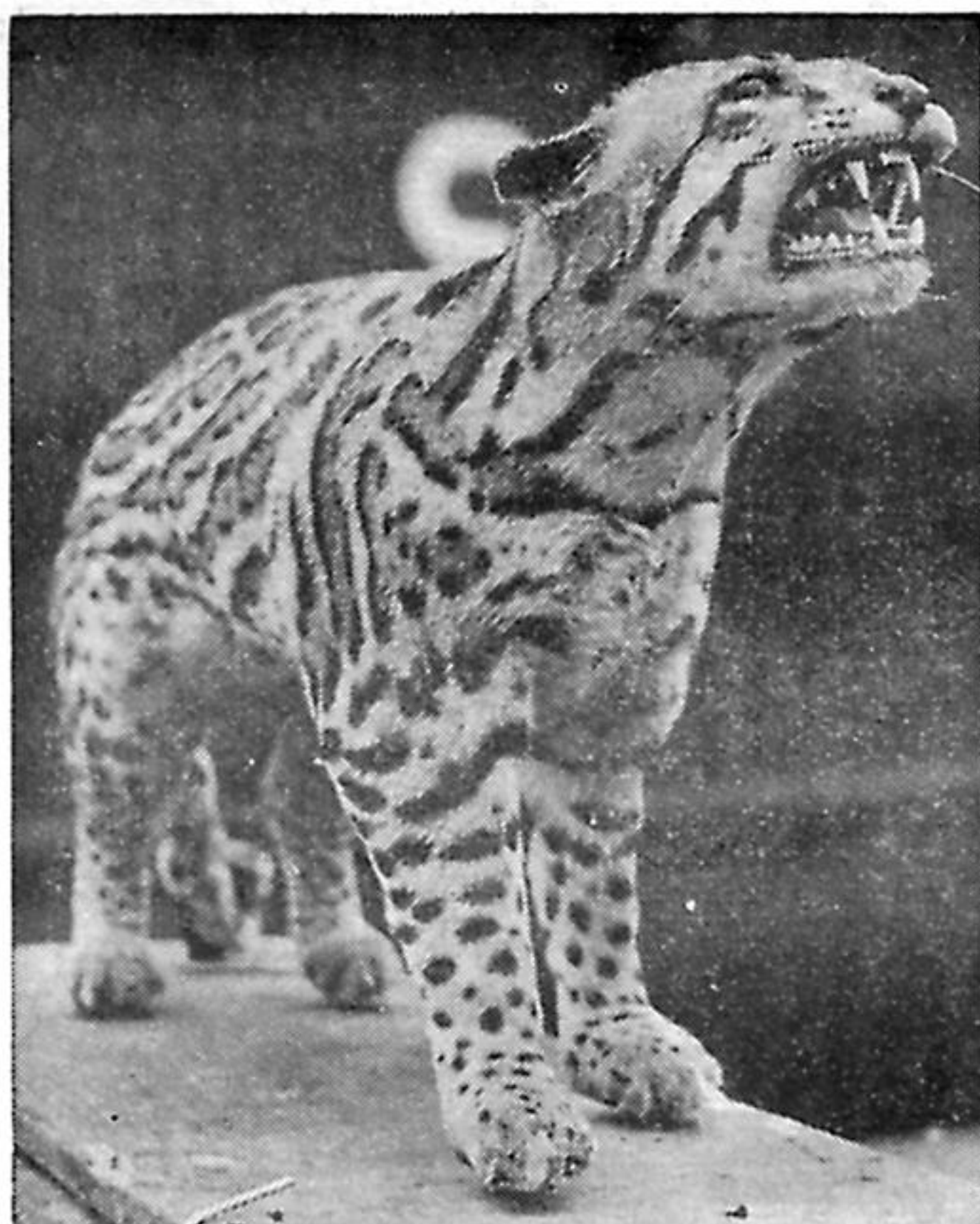
Following a refit at Rosyth Dockyard, Ocelot recommissioned on March 29, 1968, under the command of Lieut.-Cdr. R. A. Morris. After working-up in the Faslane area, she will join the First Submarine Squadron based at Fort Blockhouse.

## ON DISPLAY

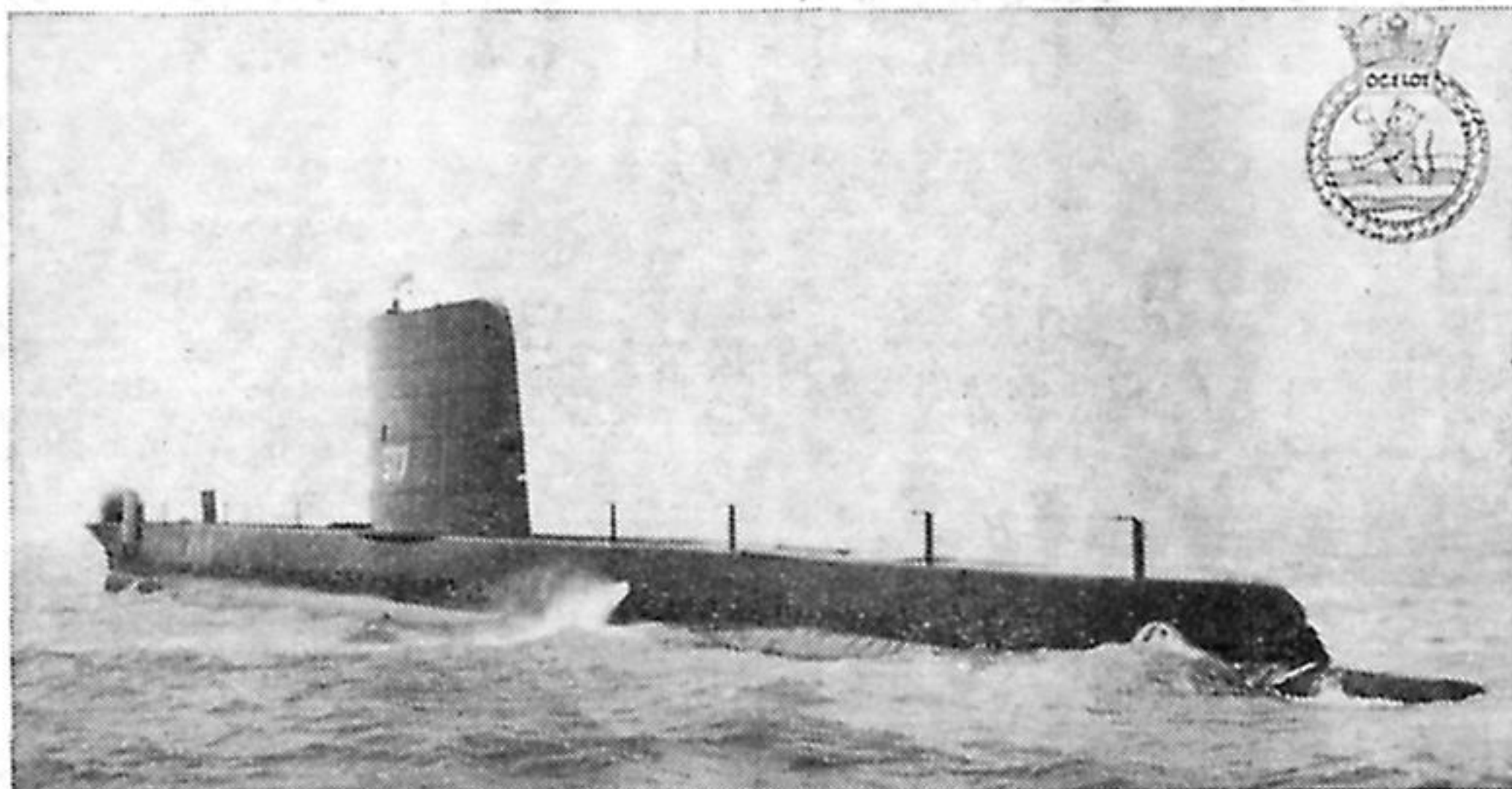
An ocelot is a Mexican wild cat and, judging by the stuffed one presented by the National Fur Company kept on display in a glass cabinet in the wardroom, a most ferocious-looking animal it is.

H.M.S. Ocelot's displacement is 1,610 tons (standard), 2,030 tons surface and 2,410 tons submerged. Length (o.a.) is 295 feet.

The ship's complement is six officers and 62 ratings.



The snarling ocelot which "graces" the wardroom of H.M.S. Ocelot



## Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer, or Chief Mechanician rate:

To A/CERA  
928875 G. J. E. Westwood, 855761 J. Lockwood, 902281 P. M. H. Grubb.

To A/CH Mech  
769508 E. G. Willies, 877822 D. J. Bentley.

To A/CH Shpt  
956797 R. W. Braund.

To Ch MEI  
929253 S. Gamble, 853118 L. L. Lawson.

To A/CCEA  
933919 G. F. B. Senior.

To A/COEA  
888957 L. C. Duook, 956493 J. B. Wyatt.

To A/Ch OEL Mech  
895970 B. F. M. Dennis.

To Ch CEL  
660488 R. Varlow, 843044 R. Hardman.

To Ch REL  
864479 T. J. Lane, 937129 W. P. Grove, 903949 F. G. Jefferson, 915332 D. J. Kirby, 941368 M. C. Stephens.

To CRS  
911579 C. Rietzler, 858116 B. W. Ansell, 865987 G. Exley, 883008 G. F. Parkins.

To CRS(W)  
898682 P. J. McCooley, 052362 D. L. Palmer.

To CCY  
905274 N. P. Underwood, 843468 M. E. Collins, 836437 R. J. Howell, 899529 D. W. Flower.

To CPOMA  
838880 D. W. Riley, 111341 R. B. Gorham.

To CPO  
836487 P. Scott, 660971 J. T. Mathieson, 839954 J. H. Hewitt, 282294 R. E. Hewitt, 760376 P. R. Edwards, 865268 T. Redman, 843896 M. J. Bennett, 887335 K. W. Tilford, 852491 R. A. Meecham, 858434 D. J. Berkley, 818104 B. F. Allen, 661224 K. W. Marston, 836589 W. T. Scriven, 857260 E. K. Pratt, 712515 R. J. Hearn, 865411 A. D. Scrivener, 835748 T. R. Searley, 157828 K. L. Jobson, 893048 G. W. Marsh, 646472 J. R. Clemson, 864522 M. S. J. Carpenter, 795894 I. H. McConnell, 858402 J. M. Southwood.

To MAA  
711814 J. D. Waters, 843500 G. M. Laurence.

To CPO Wtr  
863386 P. D. Brown, 901607 K. E. Watkins, 883733 J. E. Walters.

To CPO SA  
884304 D. G. Murray, 646148 W. Bond.

To CPO CA  
909853 A. Conibear.

To CPO STD  
904708 P. Cornwall, 856014 R. Oliver, 855294 A. Fothergill.

To CPO CK(O)  
890807 S. I. Dalley.

To A/Ch REA (Air)  
L/FX 969539 C. E. Grimes, L/FX 857360 E. T. Isaac.

To Ch REI (Air)  
L/FX 864409 K. Dolan, L/FX 908459 A. L. Hughes.

On visit to  
Indonesia

The Commander of the British Far East Fleet, Vice-Admiral W. D. O'Brien, visited Djakarta and Soerabaja between April 24 and May 2.

He arrived from Singapore flying his flag in H.M.S. Manxman, depot ship of the Royal Navy's Inshore Flotilla at Singapore.

For the visits to Djakarta and Bali, H.M.S. Manxman was accompanied by a frigate of the Royal New Zealand Navy, H.M.N.Z.S. Waikato, which is at present serving under the operational command of Admiral O'Brien as part of the British Commonwealth Forces in the Far East.

The visit of Admiral O'Brien was provisionally agreed by the Indonesian Government in October, 1967.

It was the first visit by the Commander, Far East Fleet and first courtesy visit by a Royal Navy warship to Indonesia since the end of confrontation.

## HOW TO ORDER YOUR POSTCARDS

Postcard photographs of H.M.S. Ocelot, or any of the previous ships in the series may be obtained from "Navy News" Postcard Department, 13 Edinburgh Road, Portsmouth. Each card costs 1s., including postage.

Readers may send 1s. in stamps or a postal order for each card, or a 12s. postal order or cheque to cover a year's supply, sent on publication.

Albums to hold 64 postcards may also be obtained, price 10s., including postage.

The full list of ships is as follows:

Theseus, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Dartmouth, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounis Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge,

Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Achern, Leyburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham, Alderney, Trump, Roebuck, Mohawk, Hecla, Naiad, Ocean, Zulu, Lofoten, Reclaim, Grafton, Orpheus, Ursa, Woolston, Dundas, Fearless, Manxman, Glamorgan, Auriga, Forth, Hecate, Finwhale, Olwen (formerly Olynthus), Relentless, Fife, Intrepid, Dampier, Aisne and Leopard (1967).

EXCHANGES  
OF SHIPS

The following ratings are anxious to exchange ships. Anyone interested should write to the applicants direct. Requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

M. Lenoir, 1S (PT), H.M.S. Nubian, on draft to H.M.S. Ganges on July 31, will exchange for any establishment in Portsmouth area, preferably Gosport side.

A. B. A. Walters, REM 1/c, H.M.S. Gurkha, detailed H.M.S. Ashanti (L.R.P. Portsmouth) June 24, will exchange for any Foreign Service or Foreign Service Commission other than Middle East.

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The following table shows the total points of the man at the top of each advancement roster as at April 1. The number in parenthesis indicates the number of men with the same number of points.

When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

Ratings lacking seniority, VG conduct, or medically unfit, have been omitted.

CPO	PO	LS
1914	307(2)	Int
Ch Smkr	PO Wtr	L Wtr
892	330	322
CPO Wtr	PO SA	L SA
1690	447	286
CPO SA	PO Ck(S)	L Ck(S)
1758	1360	405
CPO Ck(S)	PO Std	L Std
1763	823	Int
CPO Std		
2174		

CPO Ck(O)	PO Ck(O)	L Ck (O)
2394	1010	266
MAA	MAA	RPO
1655	(Ex Cox'n)	777(2)
Ch Mech	CERA	Ch MEI
696	466	2138
PO MEI	L MEI	Ch Shpt
168	Dry	Dry
Ch CEA/	Ch OEA/	Ch C EI/
Ch CE Mech	Ch OE Mech	Ch O EI
Dry	Dry	1905
PO C EI/	LCME/	
PO O EI	LOEM	
Dry	Dry	
Ch REA/Ch	CH REI	PO REI
RE Mech	1355	Dry
Dry		
LREM		
Dry		
CPO MA	PO MA	L MA
534	528	438
CCY	CY	LRO (T)
1452	503	475
CRS	RS	LRO (G)
1769	423	359
CRS (W)	RS (W)	LRO (W)
Int	Dry	Dry
CAA(AE)	CAA(O)	CAM(AE)
Dry	Dry	Dry
CAM(O)	CEA(Air)	CREA(Air)
Dry	Dry	Dry
CHELMCH	CHREL	
(Air)	(Air)	
Dry	Dry	
CAF(AE)	POAF(AE)	LAM(AE)
2528	853	Dry
CAF(O)	POAF(O)	LAM(O)
2418	459	527
CA(AH)	POA(AH)	LA(AH)
2184	905	198
CA(SE)	POA(SE)	LA(SE)
1153	1164	270
CA(Phot)	POA(Phot)	LA(Phot)
1248	481	358
CA(Met)	POA(Met)	LA(Met)
1509	438	437
CHEL(Air)	POEL(Air)	LEM(Air)
2199	260	85
CHEL(Air)	POEL(Air)	LREM(Air)
2160	Int (17)	Dry

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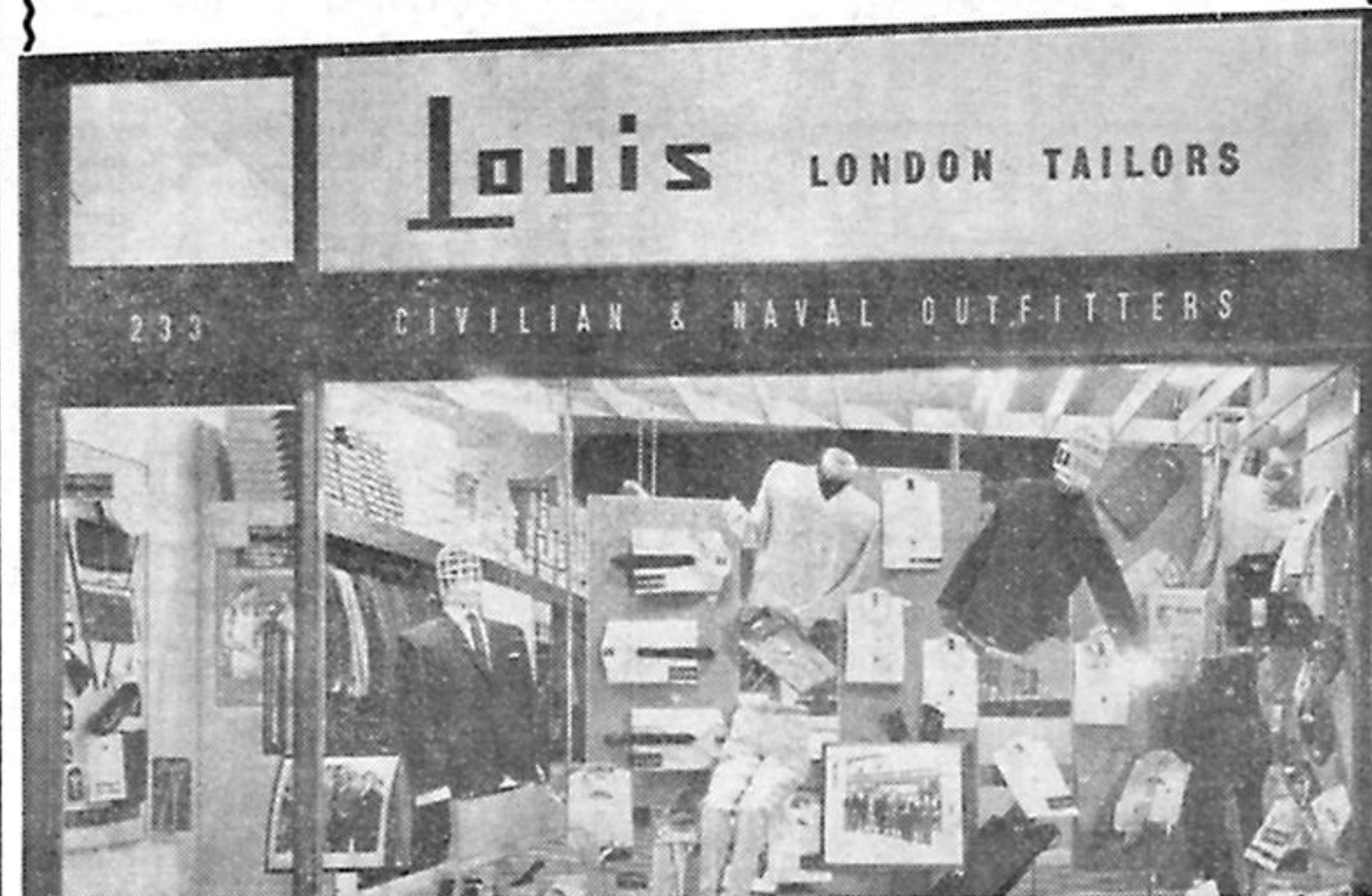
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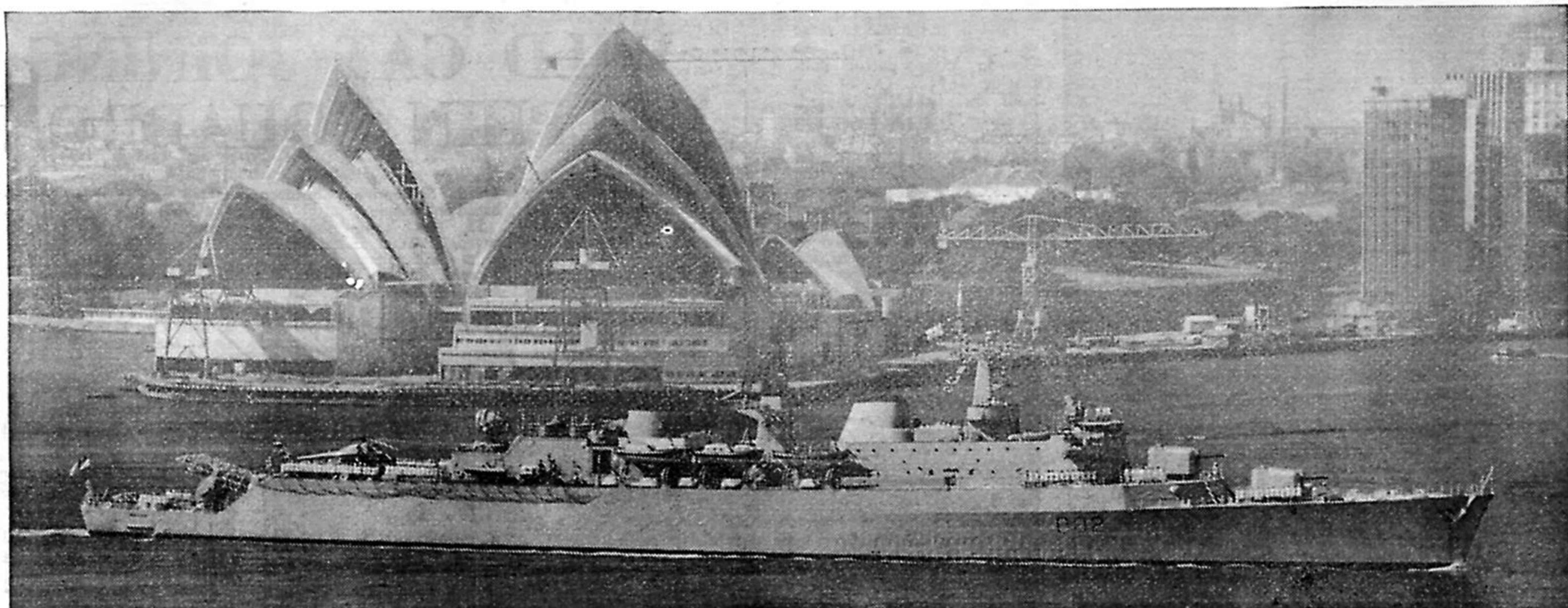
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# NAVY VISITORS TO AUSTRALIA

The new Opera House at Sydney provided an inspiring background for this picture of H.M.S. Devonshire



## Sydney's welcome for Far East Squadron

The Flag Officer Second-in-Command Far East Fleet, Rear-Admiral E. B. Ashmore, flying his flag in the guided-missile destroyer H.M.S. Devonshire, and accompanied by H.M. Ships Triumph, Dido, Euryalus, Zest, and RFA Olua, visited Sydney from February 17 to March 6.

Crowds gathered on top of the near vertical cliff known as the North Head to welcome the ships, while others had a good view as the squadron passed under the famous harbour bridge.

The ships did a circuit around the naval repair yard at Cockatoo Island, before returning under the bridge and securing alongside at Garden Island, the

(Continued in column 4)



## TWO TATTOO 'HUNTS' IN NAVY

The hunt has been successful. The "Navy News" story in the April issue concerning the search for the almost legendary tattoo resulted in a letter being received by Surg. Capt. Ronald Scutt, of the R.N. Barracks, Portsmouth, from Ldg Ck Colin Harvey, of H.M.S. Raleigh, Plymouth.

Capt. Scutt, dermatologist and the Navy's tattoo expert,

had been trying for years to trace a naval man with "The Hunt" tattooed down his back, in order to have a photograph to add to his unique collection of this ancient artistry.

Colin Harvey, who is 22, was tattooed with "The

Hunt" in Hong Kong 14 months ago.

"I have not met anyone else with it, in my six years in the Navy," he said. "I had it done because my father used to say he had seen it somewhere."

"It would cost £20 or £30 in England, but I paid only £9 in Hong Kong."

Strangely enough, after being so elusive, two examples of "The Hunt" are now known.

In addition to Colin Harvey, another "holder" is a naval man in the Portsmouth area, but his example is not quite of the same standard.

## R.N. frogmen find engine

A team of Royal Navy frogmen, one officer and 10 ratings, were rushed from Portsmouth to a gravel pit at Thorpe, near Staines, to find an engine which fell from a B.O.A.C. Boeing 707 airliner.

The airliner subsequently made a "perfect landing" at Heathrow Airport, but burst into flames. All but five of the 126 aboard escaped.

Working in the flood waters of the gravel pit, the frogmen soon located the engine, though recovery was difficult from the mud in which it had embedded itself.

## VISIT TO H.M.S. GLAMORGAN

H.M.S. Glamorgan, the guided-missile destroyer on a goodwill visit to the United States, had a VIP caller on April 21—Mr. Hubert Humphrey, the U.S. Vice-President.



ABOVE: S/Lieut. D. Thwaites, Lieut.-Cdr. R. Pigeon, PO F. Latham, and PO W. Anderson visiting Melbourne from H.M.S. Triumph

CENTRE: LS J. Angove, LCEM J. Edwards, and ME A. Buchan, all of Triumph, boarding a coach

BELOW: Australia—U.K. get-together, with a charming companion



(Continued from column 2)

main Royal Australian Naval Base.

Having been almost a month at sea, the ships' companies took every opportunity for shore leave and recreation. The hospitality of the inhabitants of the largest city in Australia could not have been kinder.

The weather was perfect and, besides the usual attraction of Bondi beach and a trip over the bridge, many officers and ratings ventured further afield—to sheep stations or to visit relatives in other parts of Australia.

Nearly 10,000 residents visited the ships over three days, and Devonshire also helped to repay hospitality by giving parties to spastic and deaf and blind children.

The squadron's boxers, ably

led by LS Robin Stafford, excelled themselves by defeating the New South Wales Boxing Association 6—5, in a very close contest, held at the Sydney stadium.

### EXERCISES

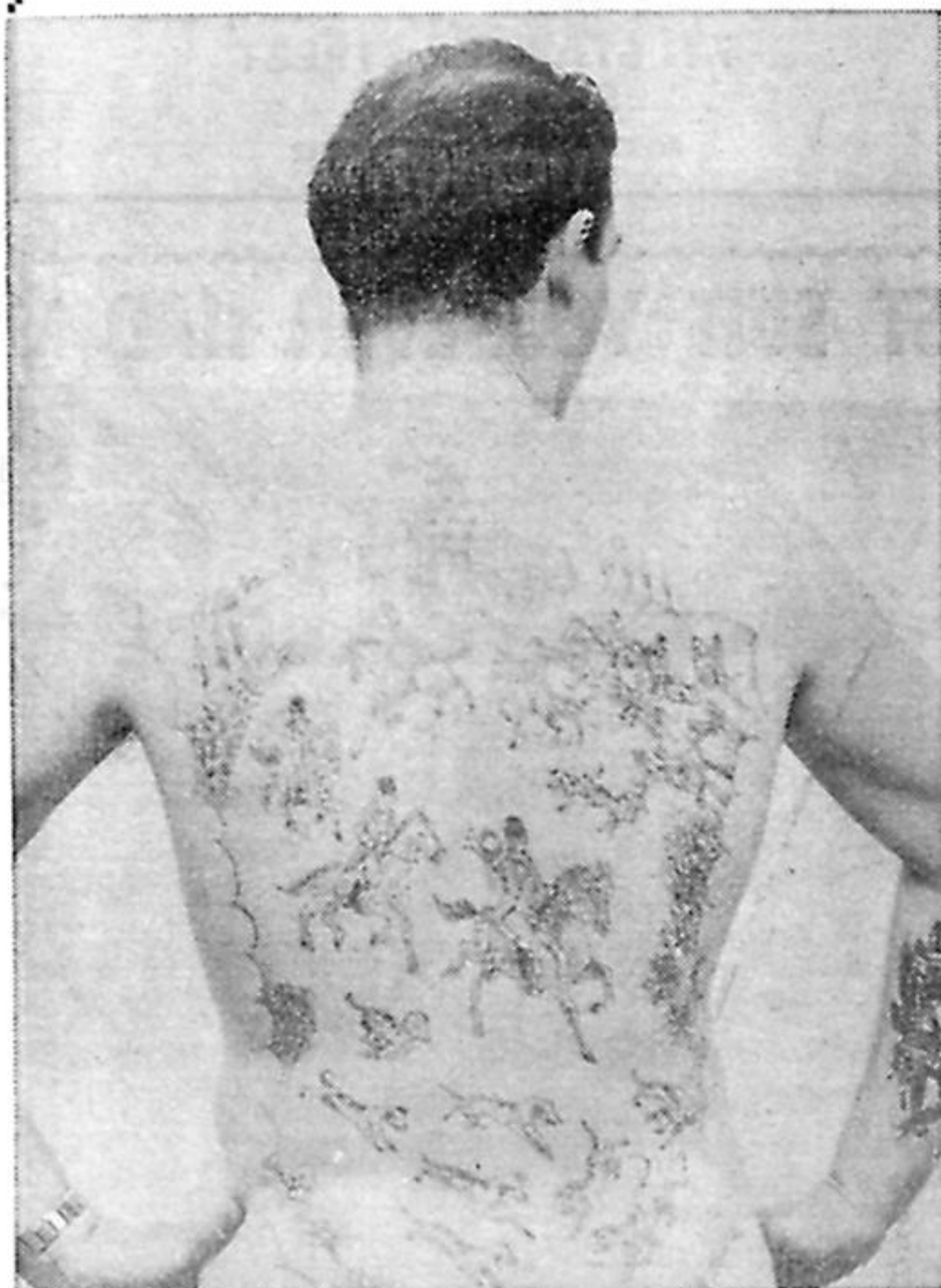
For two days after leaving Sydney there was an exercise with units of the Royal Australian Navy.

The Flag Officer's flag was then transferred to H.M.S. Euryalus in preparation for his visit to New Zealand.

Devonshire, with Dido and Olua, were joined by H.M.A. Ships Vendetta and Parramatta for the passage round the south of Australia to Singapore, which was reached on March 19.

H.M.S. Devonshire, commanded by Capt. R. K. N. Emden, had left the United Kingdom on January 12.

On the way to the Far East Base she had visited Gibraltar, Freetown, Simonstown, Aden Task Force, the Seychelles, Gan and Sydney, taking part in arduous exercises on route.



Ldg Ck Colin Harvey displays his tattoo pride. The scene covers the whole of his back, with horses, hounds, trees and a castle



An unintelligible title to some no doubt, but naval aviators and sailors who have done a stint in a strike aircraft carrier will recognise the term "Seaballs."

The organisation from which the term sprang, is, this year, celebrating its 25th birthday.

In the seemingly far-off days of the Second World War, situations arose in which support by naval aircraft embarked on carriers was to prove vital if our troops were to gain a foothold on some unfriendly shore line.

The Salerno landing was "the guinea pig assault," using naval air cover from H.M.S. Searcher and H.M.S. Attacker, in which Army Liaison Officers were embarked for the first time.

An A/D.A.W.T. (Colonel J. T. de H. Vaizey of the Royal Artillery) was appointed to advise the Admiralty on military requirements of this new pastime, and gradually, the CBAL organisation was built up.

## Initials changed

Originally the initials CBAL stood for Carrier Borne Army Liaison, later modified to Carrier Borne Air Liaison.

After the War, the initials were changed again to CBGL (Carrier Borne Ground Liaison), perhaps just to fox the Kremlin.

For all that, the sections embarked in strike aircraft carriers, namely CBALS, and their officers are still called—rather rudely perhaps by the Royal Navy—"Seaballs."

You may ask, "What does the soldier do on board—other

# Look-outs afloat for T. Atkins

by  
Major F. E. Bardell,  
E.R.D., R.A. (Staff of  
Flag Officer Naval  
Air Command)

than enjoy 'duty free' and the runs ashore in foreign parts?" In a word, he is the liaison link — between the troops ashore requiring air support and the embarked air squadron who can give it.

The CBGLO is virtually the military adviser to the ship's Captain, and being part of the Air Department he works under Commander Air and in close harmony with the Operations Staff.

Besides engaging in close air support training with embarked squadrons—hence the reason for a section vehicle—there is a deal of liaison to do with Army H.Q.s ashore in practically every country visited.

There is assistance required over photographic interpreta-

tion, over escape and evasion training, and the responsibility for collecting intelligence material and the many thousands of maps required during a ship's commission.

Before sections could be embarked in ships, training sections had to be established ashore on naval air stations, and by the end of the war there were more than 25 sections in existence, besides a number of Army staff officers who served in the Admiralty and on the staffs of admirals who controlled Naval Air at home, in the Mediterranean, and in the Far East.

The organisation, as it grew in age (one ages rapidly in war) and experience, achieved notable results in establishing a niche with the Fleet Air Arm,

## More confidence

Once this niche was established, we were able to convince the aviators that when they were supporting troops ashore, the Seaballs' help and guidance on military matters was essential.

This would give our troops more confidence, when they were being given close air support, knowing that there was a khaki-clad hostage on board the mother ship.

The two officers in CBAL Sections came from what the Army calls "teeth arm" units, namely, cavalry (including armoured regiments) artillery, sappers, signals and infantry, or from the Royal Marines. The three other ranks were either soldiers or marines, with a senior NCO in charge.



At R.N.A.S. Brawdy.—"Ah well, another nail in the coffin of Anglo-Welsh relations"

had come a long way from the muddle at Salerno.

After the war, the excellent liaison built up between the Fleet Air Arm and the Army was fortunately not allowed to

## AIR SUPPORT PROBLEM

die, although the number of CBAL sections was naturally enough tailored to the number of carriers in commission, plus a few extra ones required for training and administrative purposes.

In fact, ever since 1945, as you all know, we have consistently been involved in small wars and police actions.

In most of these, the presence of a strike aircraft carrier or carriers has been required, and of course "Seaballs" have been fulfilling their now established role on board.

The big question mark is—what of the future with the phasing out of aircraft carriers?

Soldiers require close air support to do their job—and no one surely imagines that small wars will cease miraculously after 1971. In most situations one can envisage that vital support can only be brought to the scene of action in ships.

Somehow a re-think must be started on this subject, otherwise I can see Thomas Atkins suffering unnecessarily through lack of adequate air support.

So long as this essential function has to be performed, "Seaballs" will also be required on board.

A moment to remember as a Sea Vixen roared over only a few feet above the heads of "Seaballs" training on Salisbury Plain




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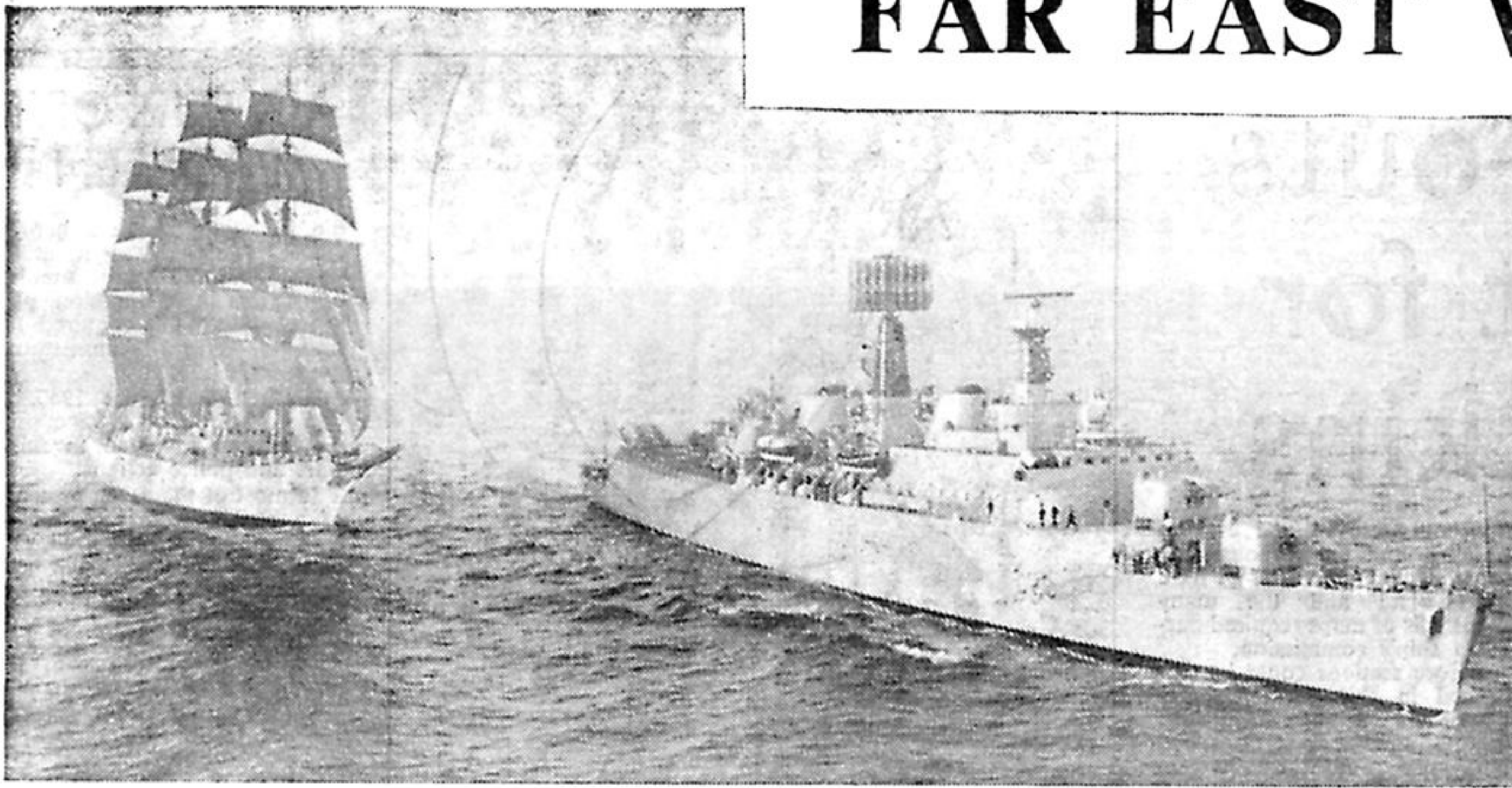
		
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# FAR EAST VIA PANAMA AND CANADA

## Fife and Glamorgan sail



A fine picture of H.M.S. Fife taken near the Argentinian training ship Libertad in the Channel

The ships' companies of H.M. Ships Fife and Glamorgan, the guided-missile destroyers, are certainly living up to the old recruiting phrase, "Join the Navy and See the World."

Glamorgan, commanded by Capt. R. E. Roe, left Portsmouth on April 5 and Fife, commanded by Capt. P. G. Lachlan, left the same port next day, for the Far East, but both ships had interesting and exciting places to visit before seeing Singapore.

Rendezvousing at sea, the two ships exercised together while crossing the Atlantic to Washington D.C., and then came calls at Norfolk, Va. and Kingston, Jamaica.

The two ships will take part in several fleet exercises, and a visit to Australia is scheduled.

H.M.S. Fife is expected to be back in the United Kingdom by Christmas, but Glamorgan will be away about a year.

Both Fife and Glamorgan are fitted with the Mark II Seaslug missile. This has an improved capability against aircraft as compared with the Mark I, and is also capable of engaging ship targets.

Both ships have the Action Data Automation Weapon System (ADAWS), the most advanced equipment of its type in the world.

### ENTERED PACIFIC

After entering the Pacific via the Panama Canal, Fife went to San Diego and Glamorgan to San Francisco. Joining up again they visited Vancouver and Esquimaux.

Capt. Roe was relieved by Capt. R. C. C. Greenlees, while the ships were at Esquimaux.

Fife then visited Portland, Oregon, for the Rose Festival, while Glamorgan went to Seattle.

The passage across the Pacific to Singapore, via Pearl Harbour, is being made together.

While with the Far East Fleet.

## Falmouth team reached the peak in record time

Among the spectacular landmarks of the Caribbean, the twin Pitons of Soufriere climb sheer out of the sea. The lower of the Pitons, known as the Petit Piton, consists of 3,000 feet of rock, and is like the final stages of the Matterhorn, but choked with jungle.

During a visit to St. Lucia, in the West Indies, H.M.S. Falmouth rashly accepted a challenge to attempt a climb of the Petit Piton.

A party left Castries, the capital of St. Lucia, by speedboat in a race to reach the top before the ship, with a cargo of local dignitaries, sailed more sedately into the bay beneath the peaks.

Four tiny guides with cutlasses, loin clothes, and bare feet, a Peace Corps teacher and his fragile wife, met us at the jetty and jolted with us in a Land-Rover to the foot of the Piton.

It was steep. The wife lasted five minutes, the teacher 10; but the guides disappeared above us at a great pace leaving a trail of hacked trees, sending a cascade of jagged rocks hurtling about our ears, and leaping with glad cries in pursuit of invisible wild goats.

We trod warily in case of

snakes (which, in fact, hardly exist in St. Lucia).

The few gaps in the jungle showed our route continually barred by walls of cliffs up which we threaded a narrow path, not unconscious of the horrid drop into the sea below us.

The last 1,000 ft. faced us with a 70-degree gradient. When finally we emerged from cliffs and jungle on to the narrow platform that was the summit, a breathless view opened in all directions—to Grenada, to Martinique with H.M.S. Diamond Rock, and St. Pierre engulfed by the 1908 eruption, and almost to Barbados.

### FIRE SIGNAL

Kestrels shrieked above our heads. The guides lost no time in getting theirs down under a stunted tree, in the distance a tiny grey funnelled ship was rounding the farthest headland.

We lit a fire of green branches and let off a red smoke puff, feeble against the sun. We had won, and the ship acknowledged the fact by the 20-in. searchlight. The time was a record.

The Petit Piton climb was but one of the many delights of a three-month cruise in the West Indies by a Western Fleet squadron composed of H.M. Ships Falmouth, Juno, Decoy, Aisne, Walrus and R.F.A. Orangeleaf.

Calls were made on the islands of Dominica and St. Vincent, in addition to St. Lucia. Guyana, Venezuela, British Honduras and Mexico were also visited, the circuit of the Caribbean being completed with a fuelling stop at Freeport (Grand Bahama) and a maintenance period in Bermuda.

### PORTLAND TO PORTLAND

The Chairman of Portland Urban Council, Councillor E. J. Dine, presenting to Lieut.-Cdr. C. P. Stock, 829 Squadron, H.M.S. Fife flight commander, a scroll and a Portland crest to carry to the people of Portland, Oregon.



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Make \_\_\_\_\_ Year \_\_\_\_\_  
Delete whichever is NOT required
6. (a) Rank \_\_\_\_\_  
Name (Block Letters) \_\_\_\_\_  
(b) Address for reply (Block Letters) \_\_\_\_\_
7. Date \_\_\_\_\_



## New home for the Red Hand badge

Ships of the Londonderry Squadron sport the Red Hand of Ulster as the emblem of the squadron on their funnels, and on April 1 Naiad, which has been squadron leader for the past two years, handed over her duties and the badge to H.M.S. Galatea.

H.M.S. Naiad is to join the Western Fleet.

Galatea, commanded by Capt. J. O. Roberts, will lead the Navy's biggest permanent squadron, composed of H.M. ships Sirius, Chichester, Whitby, Duncan, Grafton, Keppel, and Malcolm.

The frigates Hardy and Blackwood were also in the squadron. The badge was presented to Capt. Roberts by Capt. Sir Peter

Anson, Bt., who has handed over command of Naiad to Cdr. J. N. F. Davenport.

Capt. Anson is to become Captain of H.M.S. Mercury, the Navy's Communication School.

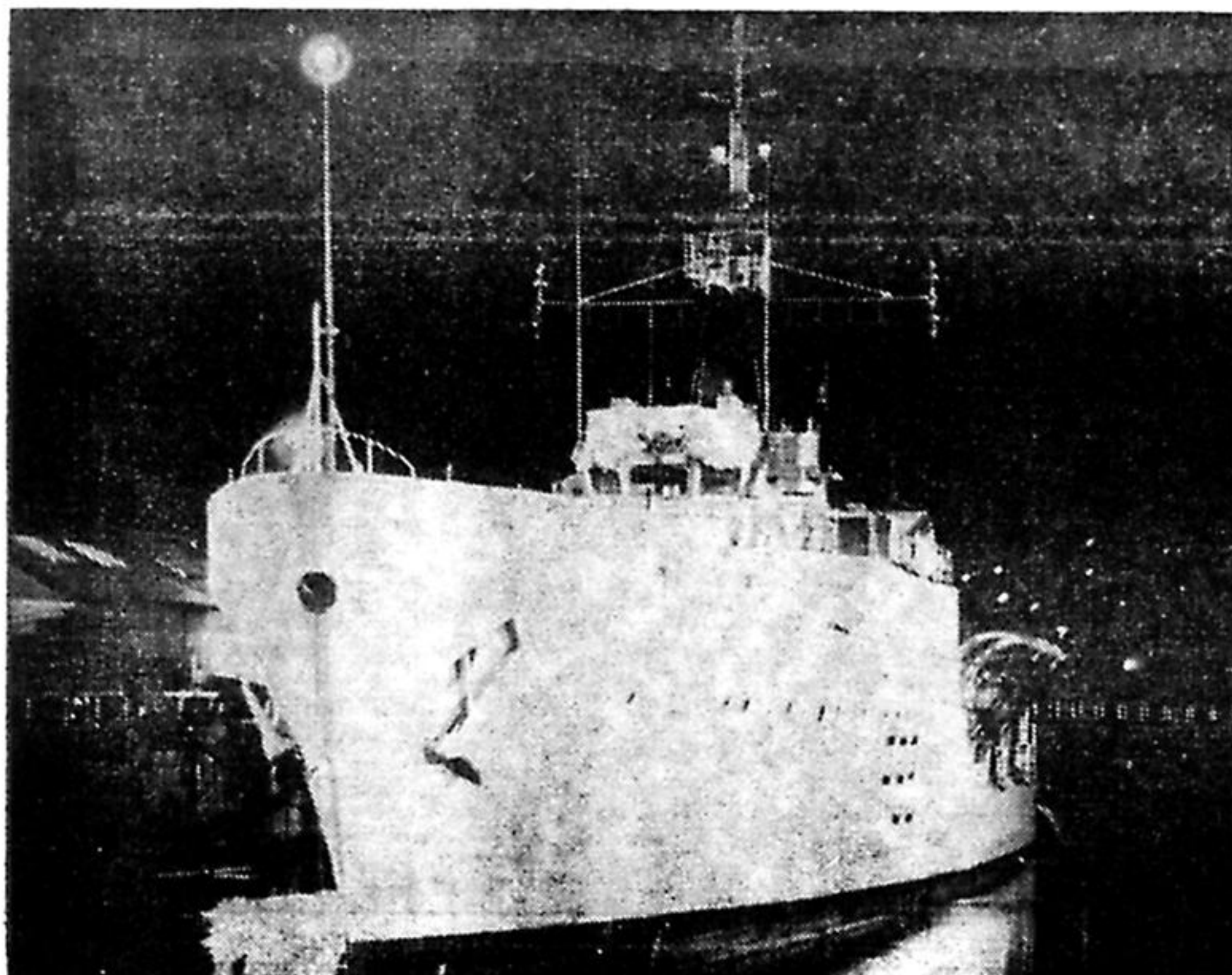
### DUNKIRK SHIP TO BE SAVED

A paddle steamer which made four trips to Dunkirk in 1940, evacuating 1,673 men, is to be preserved at Hayling Island, in the Northney Yacht Marina.

Mr. H. Butler, a Havant businessman, paid £6,000 for the 41-year-old paddle steamer Princess Elizabeth, and on April 11 she was towed from the River Itchen at Southampton to Hayling Island, where she will be dry-docked, cleaned and renovated.

Capt. Sir Peter Anson, Bt. (left) and Capt. J. O. Roberts, on the flight deck of H.M.S. Naiad, on the occasion of the handing over of "The Red Hand of Ulster" (Photo—LA(Phot) G. W. Stenning)





H.M.S. Malcolm under the floodlights

## Malcolm seems to follow storms

H.M.S. Malcolm (Type 14 A/S frigate) has now steamed 32,684.3 miles since joining the Londonderry Squadron from the Fishery Protection Squadron in March, 1967.

A Rosyth-based ship, we seem to spend a great deal of our sea time banished to the barren waters of the Clyde, exercising or acting as consort for various submarines of various nationalities — an occupation though seemingly boring to most readers entails a tremendous amount of work for us.

Nevertheless the Commander-in-Chief Western Fleet still manages to squeeze in a swift "fish patrol" occasionally. Our last one consisted of a short "herring patrol" off Yorkshire, followed by an Icelandic patrol, during which the ship visited many trawlers, plus the "buzzing" metropolises (no comment) of Reykjavik, Akureyri, Klaaksvig, Salmunefjord, and Trangisvaag.

A fire in the galley got 1968 off to a hot start, and this pre-

vented the ship sailing for almost a fortnight.

On completion of repairs we steamed unsuspectingly into one of the worst gales ever recorded in U.K., which didn't particularly surprise us, as the ship's company have resigned themselves to the fact that wherever Malcolm is, the rough weather is.

The former part of this term was spent taking part in "Opeval Exercises" in company with H.M.S. Naiad and H.M.S. Whitby. Previously all three ships had visited Casablanca and Gibraltar.

From the Mediterranean we returned to the old stomping grounds in the Clyde area, where once again we continued our submarine exercises, although we managed to make

By me—



RO2(W) Peter Legg

time for two week-ends alongside at Faslane.

Spring term will end with a visit to Aberdeen, after which the ship returns to Rosyth for a welcome leave and maintenance period.

## Gurkha due home from East of Suez

Returning to Portsmouth on May 9, after nearly 10 months away from the United Kingdom, will be the Tribal class general purpose frigate, H.M.S. Gurkha.

Commanded by Cdr. R. A. S. Irving, Gurkha left Portsmouth on July 24, 1967, but it was mid-November before she reached her real place of work—the Persian Gulf.

The ship had been far from idle, however, for a couple of patrols off Beira and a trip to Aden to help to cover the withdrawal, to say nothing of 48 days at sea with only one harbour immediately prior to reaching Bahrain, all helped to knock up some 13,000 miles since leaving England.

A few thousand more miles have been steamed patrolling in the area around Salalah, the Incense Coast of Arabia, with Christmas in Abadan, at the head of the Persian Gulf, and a five-day official visit in January to Karachi in West Pakistan.

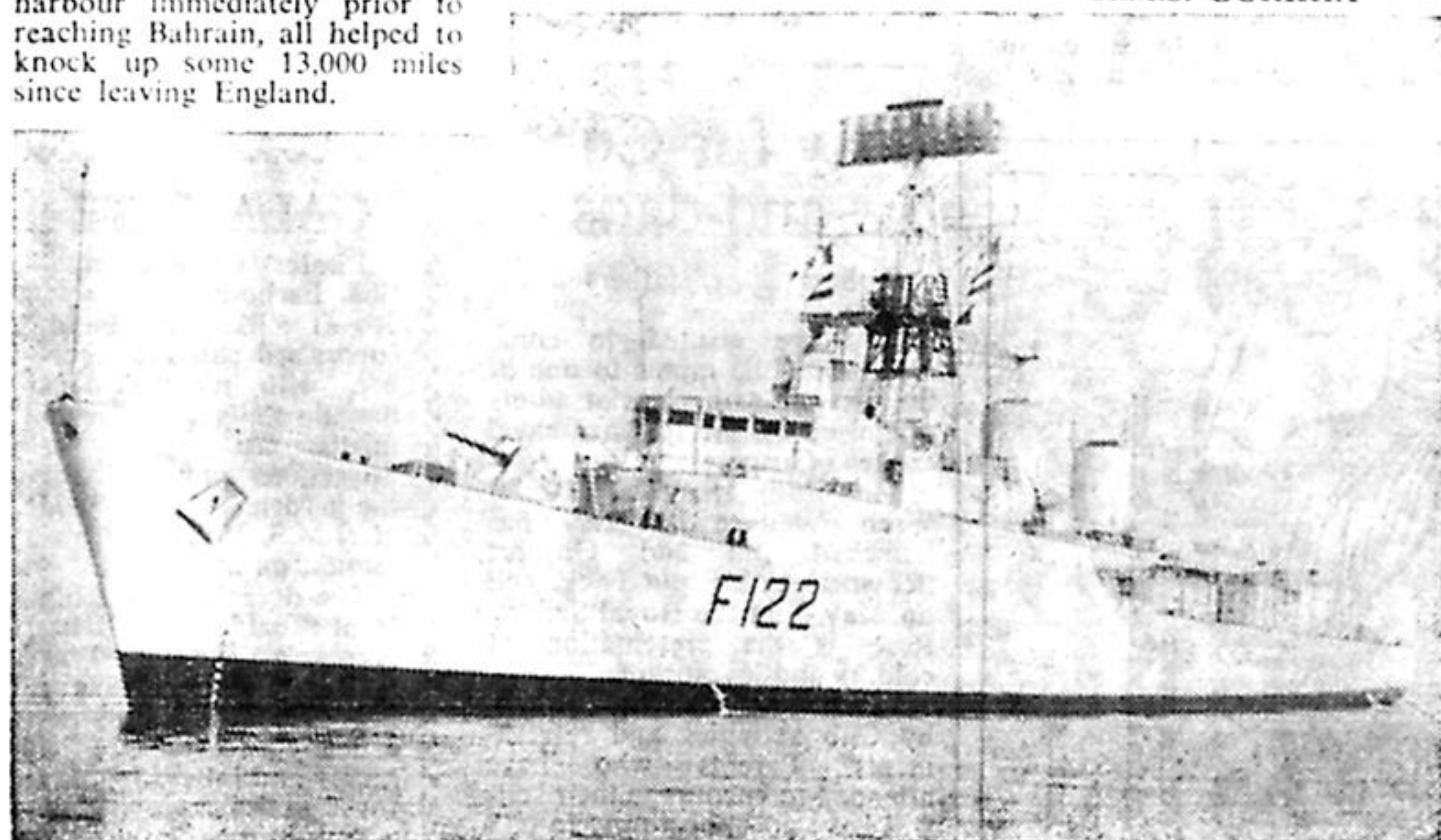
It was not all work though, for between the patrols the ship visited Mombasa, where full advantage was taken of the recreational facilities.

The small British community at Abadan turned out in force, making a Christmas away from home as happy as possible for the entire ship's company.

A full sporting programme was laid on at Karachi, and many were able to visit Lahore and Rawalpindi farther up country.

After a brief stay in Portsmouth, Gurkha goes north to Rosyth for a long refit.

H.M.S. GURKHA



## LETTERS TO THE EDITOR

An article in the March issue proved to me that in the realms of the Royal Navy, at least one group of chivalrous men exist. Namely the staff of "Navy News." The article was "PO's Purler."

Prompted by the article, I made a telephone call to your office, enquiring the whereabouts of a certain aircraft carrier. Thank you for the information and encouragement I received.

Would you please remind all the "airy fairies" and "fish-heads" alike that life is not easy for the girls left behind, either.

I, and I am sure my fellow "sufferers," have heard of, understood, and try to sympathise with all the hardships encountered on commissions, but it would be appreciated if now and again one single, solitary postcard could be sent when a writing mood is not on the loved one (and sometimes not so loved one) concerned. Just to remind us that "out of sight, etc." is not the case.

Please, if you print this letter, omit my name and address. He's bigger than me!

Gillingham, Kent.

Impatient

### Appreciation

Thank you for answering the request for pictures of H.M.S. Diana.

I'm sure other wives who read "Navy News" also appreciate mentions of the ships in which their husbands are serving.

Portsmouth.

(Mrs.) B. Wilson

### Sharks ashore

Recently in a pub off Shaftesbury Avenue, London, a rating left unattended his cap and holdall. The holdall was stolen.

I have heard of three other instances of holdalls or cases being stolen. Why are naval

## Never keep a girl waiting



personnel so casual with their belongings?

F. Eckett

Marylebone, N.W.1.

No doubt they forget that the meanest sharks don't live in the sea.

### Zeebrugge V.C.s

Thank you for the Zeebrugge anniversary write-up, but you were out on the decorations. Eleven V.C.s were awarded, not four.

A. C. Oesch

Strood, Kent.

Four V.C.s were awarded by ballot, but there were also seven direct awards.

### Photo collection

I have been having "Navy News" since it was first published, and every photograph printed has been cut out and put in my scrapbook, as I have been a collector of H.M. ship

information since I was 14.

That is 33 years ago, so you can imagine how many newspaper cuttings there are now. I also belong to the Navy Photograph Club, which is a great help in collecting photographs.

A. Dunn

Stoke Aldermore, near Coventry.

### 'Chats' welcome

As an old Chatham rating, it was very interesting to read about H.M.S. Pembroke in the April "Navy News," and to learn that the barracks and dockyard are still thriving.

I lived for a spell in St. Mary's, but never saw the ghost, though it was always spoken about. It's good to hear that it has been buried at last.

Now you have started the ball rolling, could Pembroke have a regular mention in "Navy News," as I am sure there are many ex-Chats readers who would enjoy hearing about their old "home."

May I also take this opportunity of saying how much I enjoy reading "Navy News. It is eagerly looked forward to each month.

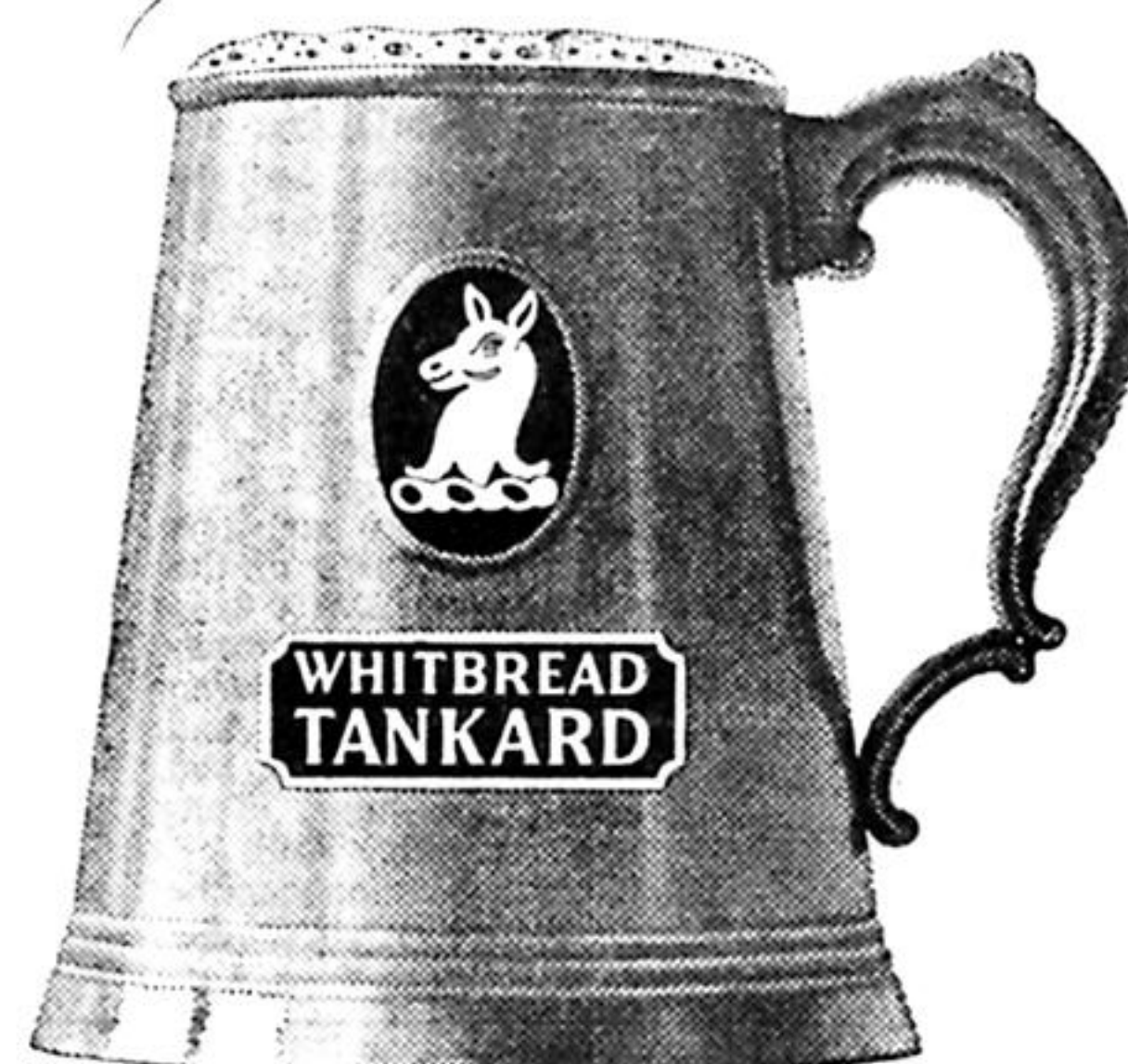
P. G. Ansell

Hucknall, Nottingham.

### Try Dunromin

I am compiling a dictionary of house-names, and have discovered several with a naval flavour, e.g. Blue Peter, Home Port, Anchor Down, Anchor-age, Attabuooy, and Hove-to. Similar examples would be welcomed.

L. A. Dunkling  
95 Kingsway, Leicester.



# WHITBREAD TANKARD

cool, refreshing flavour



# To help in community living

On a wet day the Navy's married quarters "town" of Rowner, Gosport, looks like a concrete desert, but sunshine softens the harsh outlines as the place springs to life again.

Being in the Sunny South gives a fair bet that cheerful days will predominate, and counting on this is the newly appointed Community Officer, Peter Crossley. He uses a bicycle!

"Using the car you never see anybody," said Mr. Crossley to "Navy News." "I shall certainly be using the bicycle to get around the estate."

Discussing his new job he said there was one point he wished to emphasise right at the start.

## A TEAM JOB

"I am not coming to run their lives. My years in the Instructor Branch will, I hope, be regarded as useful in giving me background knowledge of the domestic problems of naval life."

"But nothing is going to be imposed. It is a case of finding out—then helping, encouraging, and stimulating."

"I want everybody to know me as Peter Crossley, and join me in a team effort to make living here a happy and interesting experience."

Mr. Crossley will have the full backing of his wife Frances, and they have the big advantage of having lived a long time in the area.

"We have had our own house in Gosport since 1952," he said, "and when I left the Navy and worked as a teacher, my school was on the borders of Rowner."

The couple know something of separation. When two of their three boys were toddlers, Mr. Crossley was away two years serving in the carrier *Theseus*. He was 25 at the time.

Having lived and worked in the Rowner area, Mr. Crossley is getting around his friends and contacts.

"I have been looking up old shipmates," he said. "There are a lot living at Rowner, and I am hoping for their help in getting the ball rolling."

"We want people to come

forward with ideas. The community centre should be up in a few weeks—nearly opposite the new N.A.A.F.I. An evening 'club,' dress-making, painting, social activities—and of course bingo—are a few of the suggestions already in mind."

Mr. Crossley is undeterred by the problem of a changing population.

"That is why we are different from a civilian community," he said, "but the Navy is used to that sort of life, and has a way of getting over it."

Mr. and Mrs. Peter Crossley



## Families' Page

## Army releasing estate share

Reading recent discussion in "Navy News" about the Dargets Wood married quarters estate, naval families likely to find themselves resident there may be curious to know more about the place.

The accompanying picture gives an idea of the high standard of accommodation on the estate, where 330 of the 414 quarters are now occupied by naval families. The remaining 84, which for the past few years have housed Army families, are being returned to the Navy as quickly as possible.

Dargets Wood is in the Kent countryside, six miles from Chatham town and near the village of Walderslade.

There is a shopping centre, large children's playground, and

a club for which extensions are planned.

Among the various clinics, the latest achievement is a family planning centre.

Several community activities are run for the benefit of the families, who also have a wide range of towns within easy reach—Sheerness, Whitstable, Herne Bay, Broadstairs, Margate and Ramsgate (all by the sea), and Canterbury, Maidstone, Tonbridge and Tunbridge Wells.

The lure of London can be satisfied for an 11s. cheap day return.



## FORMING GROUPS FOR EX-WRENS

Residents on naval estates include many ex-Wrens, who often find difficulty in settling down after the interests of Service life. Forming a branch of the Wrens' Association is one way of maintaining their links. At Rowner naval estate, Miss Edith Husted, the Chief Wren Welfare Worker, is collecting names with a view to getting a group going.

## CLUB CELEBRATION



It was a "chambers" occasion at the Royal Fleet Club, Devonport, when a woman was accommodated there for the first time.

The rules have been altered to allow wives of members to stay with their husbands during short visits to Plymouth, and if the scheme proves successful, consideration will be given later to extending it for parents as well.

A new wing was officially inaugurated by the Commander-in-Chief, Plymouth (Vice-Admiral Sir Charles Mills), and the first couple to share a room were PO Patrick

Sweeney, of H.M.S. *Torquay*, and his wife Margaret. She is an ex-Plymouth girl whose present home is in Liverpool.

To mark their arrival at the club, Admiral Mills presented Mrs. Sweeney with a bouquet and her husband with a bottle of champagne.

In recent years thousands of pounds have been spent on extensive modernisation, and the club is now virtually an up-to-date hotel.

Accommodation for married couples is in a new wing separate from the ordinary part of the club, but within the same building. Charges are 17s. 6d. per room.

# Navy-wide organisation for the wives?

The setting up of a voluntary Navy-wide wives' organisation, with the Commander-in-Chief Portsmouth as president and his wife as chairman, is among the recommendations on preventive welfare in the Working Party report on the Royal Navy's Family Welfare.

Being a Navy-wide organisation it would be possible to re-

recruit members on marriage or at any time thereafter.

The use of a common name (which we call the Naval Wives' Information Service for convenience in this report) and common aims would promote greater awareness and interest among naval wives.

It would help in recruiting wives to work for N.W.I.S. since those who were interested would know whom to contact and what to expect when they arrived at a new port.

## RUNNING CLUBS

Other recommendations include the following:

Commanding officers to encourage wives of ratings to take over the running of Wives' Clubs.

Consideration to be given in 1969 to a social survey among naval families.

Nine months to be the target for the maximum period of separation in 1970.

A comprehensive cast to be prepared for better travel facilities inside the United Kingdom for men separated from their families (the successful outcome of this was announced in "Navy News" March issue).

A pattern of naval service

which will allow families to enjoy a more settled existence to be kept in the forefront of future planning.

All men to have six months' notice of draft.

Recommendations already being put into effect concern chaplains, community centres, wardens and janitors for married quarters estates.

## HUSBANDS CRITICISED

Once again, emphasis is given to the serious difficulty of any organised means of assisting families.

One of the most depressing aspects about helping wives is the lack of support from husbands (says the report). There seem to be three main reasons for this:

1. Ratings do not want their wives to get involved with the Navy (we hope this can be overcome by our proposal that ratings' wives should predominate in wives' organisations).

2. Ratings and their wives know very little about the various wives' organisations.

3. Husbands are jealous, for which reason we realise that we must get wives themselves to inquire about those organisations, rather than relying on approaching them through their husbands.

## Day for Cubs—and dads

Fathers . . . fathers . . . fathers.

You are wanted—to come along with the mums to one of the first big gatherings of adults organised on the Rowner naval estate at Gosport.

Miss Edith Husted, the Chief Wren Welfare Worker, has launched the 2nd Gosport (Rowner) Cub Scout Pack, and on May 8, at the Royal Sailors' Rest, is the presentation of colours and investiture.

Formalities will be followed by Cub activities and refreshments. Parents who have attended to encourage their sons will have an opportunity to talk to the leaders.

## GALA FETE

Pirates' Cave, trampoline, harbour boat trips, Royal Marine band, supervised children's corner, with numerous bargain stalls and refreshments, are among the attractions arranged for the garden fete to be held at H.M.S. *Vernon*, Portsmouth, on May 15.

The occasion is the big local effort in aid of King George's Fund for Sailors. The Royal Navy has co-operated enthusiastically to ensure a happy and interesting day for families and visitors.

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# Women 'drivers' in Dreadnought

NAVY NEWS MAY 1968

9



H.M.S. Dreadnought, the Royal Navy's first nuclear-powered submarine, ended her first commission on March 31 when she berthed at the South Arm in Rosyth Dockyard.

On board were 10 children and 30 adults—wives and families of the crew who had spent the last day of the commission at sea.

Off May Island, the captain, Cdr. Peter Cobb, submerged for



Mrs. Gillian Wiltshire, wife of CEA(O) Wiltshire, at the controls of the submarine

about an hour to give the visitors a true taste of routine life on board.

After lunch, and on the return passage to Rosyth, the families were given the opportunity to look through the periscope, and some lucky ones even had a shot at steering and controlling the submarine.

For the rest of the trip the wives and children relaxed with their husbands and fathers, and watched film shows.

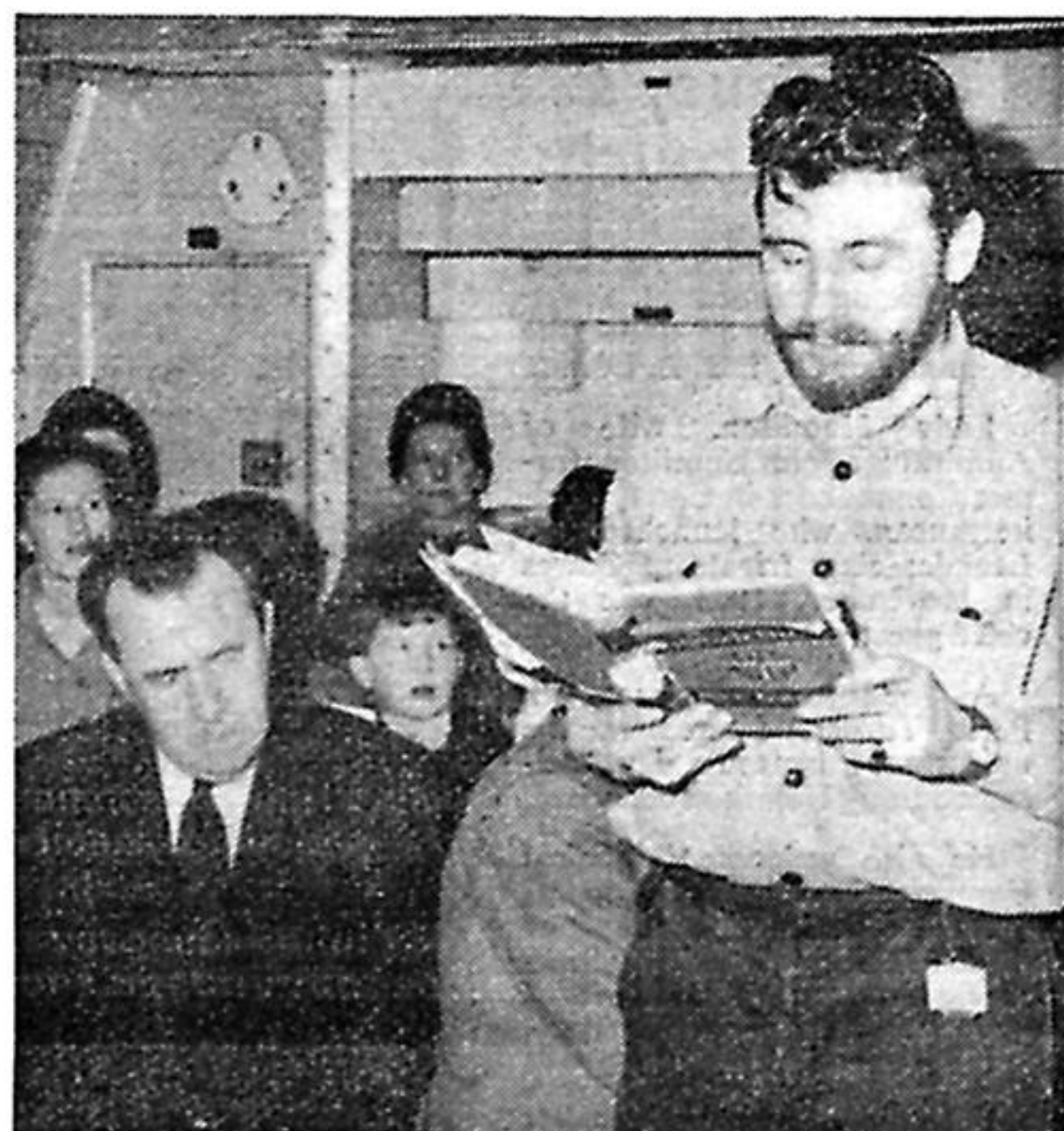
*Dreadnought ahoy! The families left Rosyth Dockyard in a tug and embarked in the submarine just past the Forth bridges*



Mrs. Gabrielle Prevett, wife of ME1 Prevett, takes a peep through the periscope



The captain, Cdr. Peter Cobb, shows his son Justin how to use the emergency breathing apparatus



CPO Miller reading the lesson during a church service held on board for the families and crew

Pictures by CPO(Phot) R. A. Pugh

He's amongst  
good friends at  
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WESTON'S**



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**Royal Sailors' Rests**

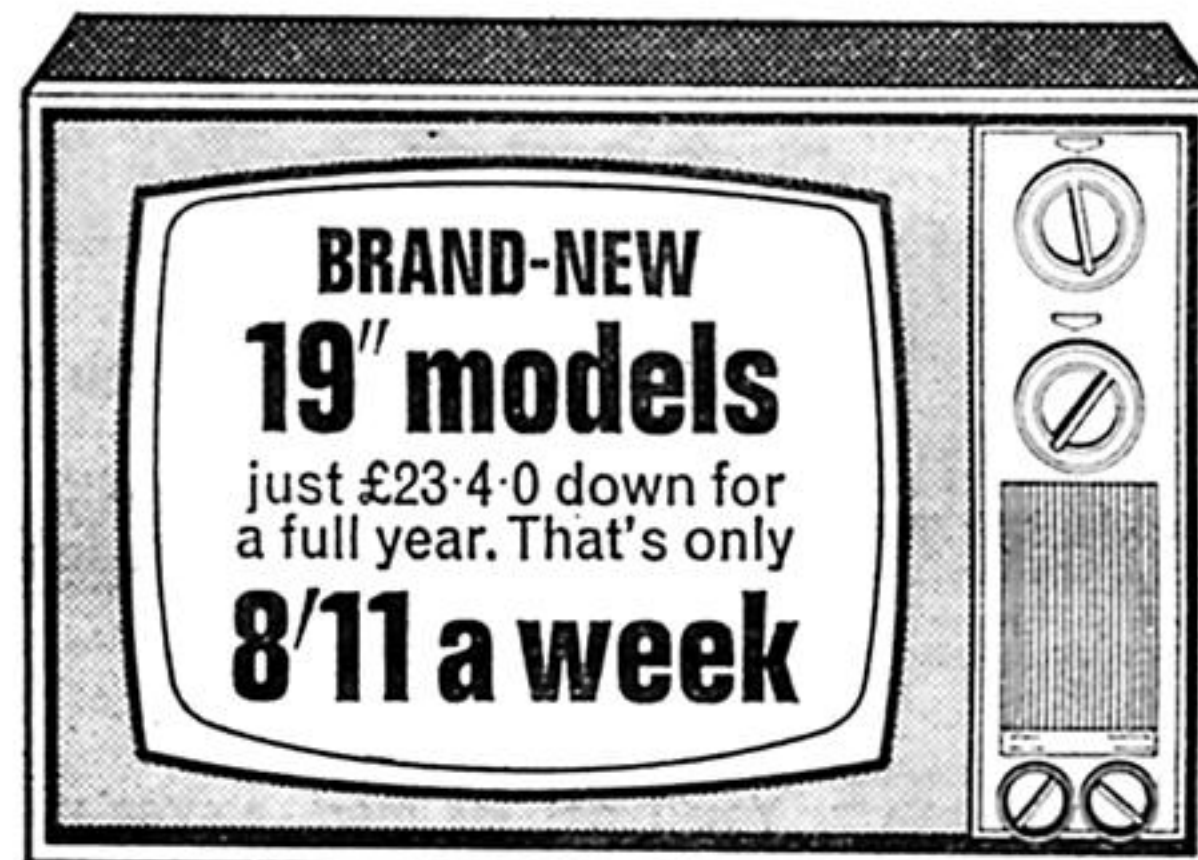
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## ROYAL NAVY'S AIRCRAFT

NO. 4

Although designed as a replacement aircraft for the Swordfish, the Fairey Albacore, in fact, supplemented the old "Stringbag." The qualities of the Swordfish were such that it outlived its successor.

Technically the Albacore was well in advance of its counterpart, the Swordfish, in that it had the newly designed all-metal monocoque fuselage, and a smooth running sleeve-valve engine with a variable pitch airscrew.

Hydraulic flaps were fitted, and the enclosed cockpit, with such refinements as heating and windscreen wipers, provided comforts which were completely lacking in the Swordfish.

The first prototype was flown in December, 1938, production beginning in 1939. It was also flown, experimentally, as a floatplane.

## FIRST F.A.A. UNIT

No. 826 Squadron, formed at Ford (Sussex), in March, 1940, was the first Fleet Air Arm unit to be equipped with Albacores.

The squadron was soon "blooded," bombing road and rail communication at Westende, and attacking E-boats at Zeebrugge, in May, 1940.

From then on the Albacore became a maid-of-all-work, carrying out anti-submarine patrols, Russian convoys, night attacks on Brest, etc.

It was not until 1941 that the Albacores

# Hit battleship at Matapan

finally embarked in a carrier—H.M.S. Formidable.

The Albacores' first big action was the Battle of Cape Matapan in March, 1941, where they succeeded in severely damaging the Italian battleship Vittorio Veneto.

This was the first occasion on which the Albacore used its torpedoes in action.

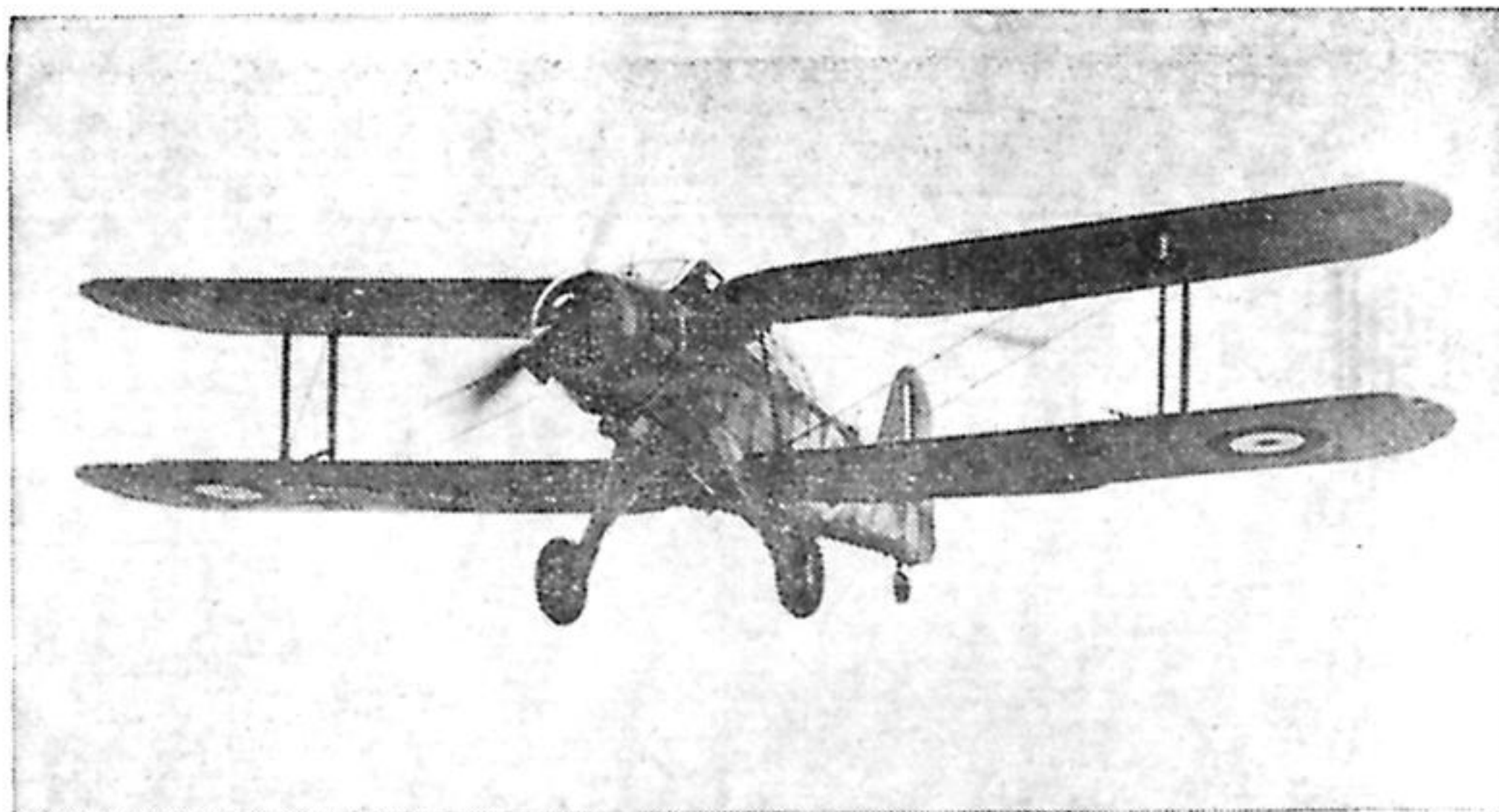
Another operation, not so successful, was carried out from Furious and Victorious, when the oil tanks and dock installations at Petsamo and Kirkenes were attacked.

The element of surprise was not achieved on that occasion, and the Albacores suffered heavy losses.

## WORKED FROM MALTA

Albacores were much more successful operating on night shipping strikes, mine-laying and anti-submarine patrols from Malta. They also provided dive-bombing support for the Allied invasion of North Africa.

The Albacores' finest achievement, however, was undoubtedly in the Western Desert, where



The Fairey Albacore

826 Squadron's aircraft pioneered the technique of Pathfinding, in direct support of the Army.

During 1943 the Albacore squadrons were

progressively re-equipped with the Fairey Barracuda, except for 832 Squadron which received Grumman Avengers.

## ALL THE TECHNICAL DATA

**DESCRIPTION:** Carrier-borne or shore-based torpedo bomber with a crew of three.

**MANUFACTURERS:** Fairey Aviation Co. Ltd., Hayes (Middlesex).

**POWER PLANT:** One 1,065 h.p. Bristol Taurus 11 or 1,130 h.p. Bristol Taurus XII.

**DIMENSIONS:** Span, 50 ft. Length 39 ft. 9½ in. Height, 15 ft. 3 in. Wing area, 623 sq. ft.

**WEIGHTS:** Empty, 7,200 lb. Loaded, 10,600 lb.

**PERFORMANCE:** Maximum speed, 161 m.p.h. at 4,000 ft. Economical cruising, 116 m.p.h.

Range 930 miles. Service ceiling, 20,700 ft.

**ARMAMENT:** One fixed Vickers gun in starboard wing firing forward, and twin Vickers "K" guns in rear cockpit. Provision for one 18 in. 1,610 lb. torpedo beneath the fuselage, or six 250 lb. or four 500 lb. bombs in external racks below the wings.

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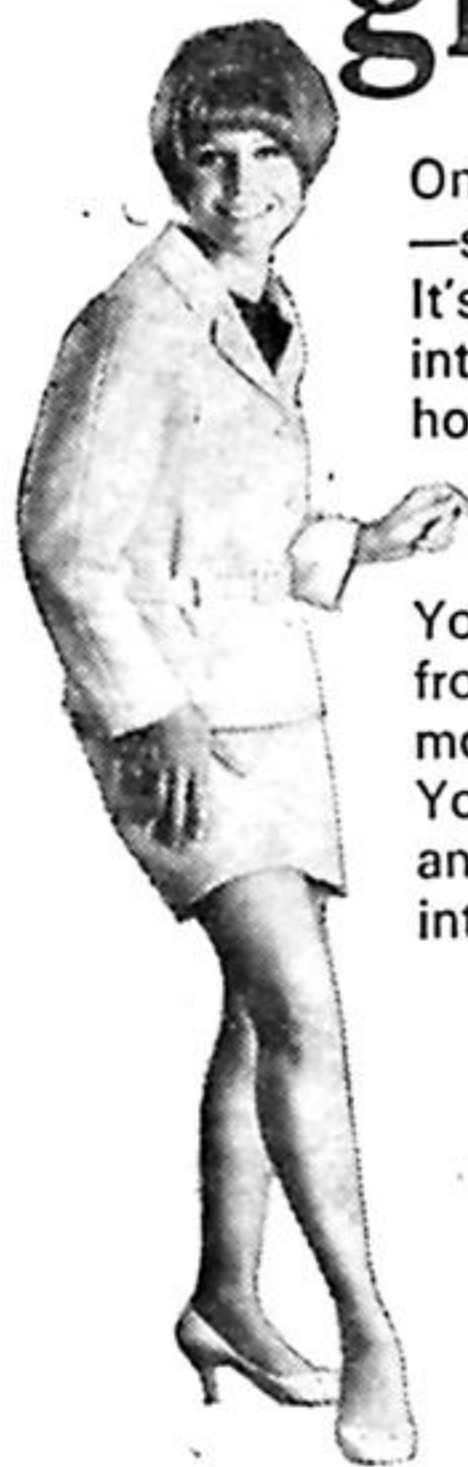
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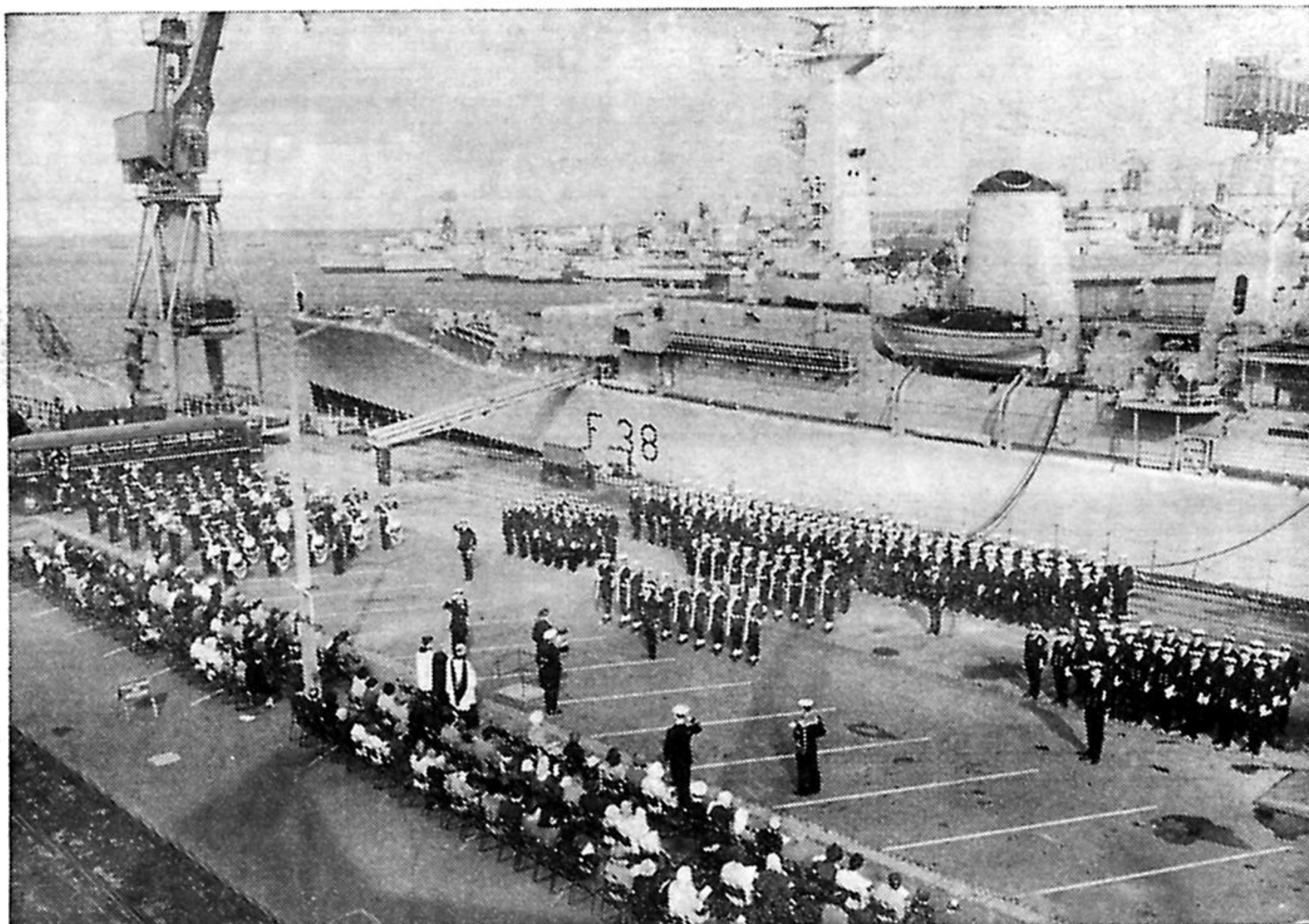
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## RECOMMISSIONING DAY



### The 'Saucy's' Nelson touch

The eighth H.M.S. Arethusa was recommissioned at Portsmouth on March 15 under the command of Capt. D. A. Loram.

Lady Hamilton, wife of Admiral Sir John Hamilton, former Commander-in-Chief, Mediterranean, who launched the Leander class frigate at Cowes in November, 1963, was the chief guest.

A young ordinary seaman, Peter Turner, dressed in the uniform of Nelson's day, welcomed Lady Hamilton on board.

He also welcomed Admiral Hamilton and Contre-Admiral Brasswe-Kermadec, a friend of Capt. Loram's, and French Naval Attache in London.

Arethusa is to spend the first part of a general service commission with the Western Fleet in home waters. Her work-up programme will take place from Portland.

A striking picture of the Arethusa recommissioning, and (below) OS Peter Turner, of TS Arethusa, in period naval uniform. With him is his girl friend, Rosemary Knight



Pictures by PO(Phot) D. Morris





# Zeebrugge memories

## VETERANS HOLD A 'JUBILEE DAY'

SEVENTY-FIVE veterans of Zeebrugge returned to the Mole on April 21 to recall one of the most audacious attacks of naval history—the successful attempt to block up U-boats in the Bruges Canal entrance on St. George's Day, 1918.

At the jubilee ceremony, Admiral of the Fleet Earl Mountbatten of Burma told the veterans that what had lifted the raid out of the general ruck of history into an achievement of national pride was the planning, the execution and, above all, the "fabulous courage displayed against tremendous odds."

Also at the ceremony was Prince Albert of Liege, Sir Roderick Barclay, British Ambassador to Belgium, General Sir Norman Tailyour, Commandant General Royal Marines, Lord Keyes, son of Admiral Sir Roger Keyes.

### PLACE OF HONOUR

The place of honour was reserved for the 75 members of the

Zeebrugge Association, led by their president, General C. R. Lamplough. He laid on the memorial near the Mole a wreath of daffodils and irises inscribed: "Not forgotten by their shipmates."

The flowers commemorated the Liverpool ferryboats which were the cruised Vindictive during the assault on the Mole.

Although some of the veterans were over 80, Mr. Sidney Brown, 77, secretary of the Zeebrugge Association, said: "We shall continue coming here to remember our comrades until we are down to our last man. But that will take many years; there is a lot of life in us yet."

Some 7,000 officers and men were involved in the raid, and



It hardly needed the thought of the "tots" to proclaim "spirits up!" aboard H.M.S. Danae when dispensing at the rum tub was Miss Danae Brook, model and "Daily Express" feature writer, who attended the Zeebrugge anniversary celebrations. Miss Brook was named after an earlier Royal Navy Danae.

of the 700 who died or were wounded in the raid on Zeebrugge, the Marines lost 353 in the two-hour action.

The Leander class frigate, H.M.S. Leander, led a small contingent of warships to Zeebrugge for the jubilee ceremonies.

The other ships were the submarines H.M.S. Astute and H.M.S. Tiptoe, and the Royal Naval Reserve minesweepers Warsash, Dufton and Northumbria.

A guard of honour at the simple but impressive service near the Mole was formed by 100 Marines. They were pre-

ceded in the march by the Royal Marine Band from the School of Music, Deal.

Two sailors and two marines kept a silent vigil at the memorial.



TOP—Prince Albert of Liege inspects the Royal Navy contingent.

CENTRE—On a day to remember heroes, it was appropriate to have among those attending, Rear-Admiral B. C. G. Place, the only holder of the Victoria Cross still serving in the Royal Navy. With him are (right) Capt. J. D. Honeywill, commanding officer of H.M.S. Danae, and Miss Danae Brook.

RIGHT — Moment of pride for Zeebrugge veterans when they talked to Admiral of the Fleet Earl Mountbatten. Some of those attending were over 80. They included one travelling all the way from Brazil, and another, a former Royal Marine corporal, from Canada.



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# Navy News

EDITOR:  
W. WILKINSON  
Royal Naval Barracks, Portsmouth  
Tel.: Portsmouth 22351 (Ext. 72194)

## Decorated doubts

Tattooing, so traditional among men of the sea, produces virile disdain for land-lubbery objections. The hunt for "The Hunt" throughout the Navy has brought a tally-ho of success in the tracing of this highly ornate self-adornment, resulting in amused publicity on television and in the Press.

"The Hunt" possesses all the ingredients to encourage the susceptible—colourful, dramatic in its impact, and ending with a saucy disregard for prudish horror at making mock of the anatomy.

Quite a lot of tattooing falls into the category of affronting society. Small wonder that the devilment of its humour appeals to boys about to be men, enjoying the scandalised reaction every time the interesting sector becomes visible.

So long as they continue with a life on the ocean wave, pictorial decorations seem appropriate to the scene—a harmless continuance of ancient custom, even when the jokes have worn a little thin.

Unfortunately, the public in general, are not so partial to the needle art, funny or otherwise. In a world of Us and Them, a tattooing folly can be the equivalent of sticking on your own label.

## Not so funny

When the face or hands are marked, prospective employers may smile or admire—and ring for the next applicant. A bit of fun today can be critical in the years to come.

In our regimented society, few are particularly anxious to add to the already formidable list of illegal "don'ts," though health safeguards are still highly necessary. The situation is simply this: that the doctors have more important things to do than use their skill in partially successful "rubbing-out" operations.

They are sorry for the fellows whose civilian careers may be affected, or whose wives or girl friends have more conventional tastes. They try to help when they can, but every time they see a merry sailor emerging from a tattoo shop they must wish he hadn't.

Very often—so will the sailor.

## BRUSHED UP HIS ART



"Damn! Now how am I going to finish off my masterpiece?"

## LOGICAL DEVELOPMENT OF PROPULSION

# Farther, faster, by 'gas' ship

The decision that all future major surface warships should be gas turbine propelled is not a step in the dark, but a logical development in warship machinery.

As with all new types of machinery, there has been a cautious approach. Sufficient experience of operating marine gas turbines has now been obtained for an all-gas-turbine ship to be successful.

The gas turbine is a highly desirable propulsion unit for a warship. It develops high power for its size and weight, can be started instantly, and is easy to control remotely.

Although it has a fairly high fuel consumption, this is offset by its low weight. A properly designed gas turbine propelled ship will have a better endurance than the equivalent steam ship.

### At the start

Initial development of naval propulsion gas turbines was conducted along two separate lines.

Firstly, the simple engine designed to operate as a boost engine in conjunction with an economical base load plant; secondly, a complex engine designed to have a low fuel consumption over a wide range of speeds.

Detailed design studies and

seagoing trials of the two types showed that the complex engine was not suitable for warship propulsion, and further development was dropped in 1953.

The first engines to be put into operational service were the A.E.I. G6 (as a boost engine for the County class destroyers and Tribal class frigates) and the Bristol Siddeley Proteus (as the main propulsion engines of the Brave class fast patrol boats).

The G6 is by design an "industrial" (as opposed to "aircraft") engine, and difficult to refit by replacement. It was, therefore, decided not to develop this type of engine for future ships.

The successful marinisation of the Proteus led to the decision to use aircraft jet engines for the gas generators of future designs. In this way development costs could be kept to a minimum.

The aircraft engine is a compact lightweight unit, which can easily be refitted by replace-

ment. By coupling the aircraft engine to a marine power turbine designed for long life, on-board maintenance can be kept to a minimum.

As a result of this design philosophy, the Bristol Siddeley (now Rolls-Royce) Olympus marine gas turbine has been developed for use as a high-power engine.

Low-power requirements are covered by the Proteus, and for medium power a marine version of the Rolls-Royce Tyne is being developed.

The simple gas turbine operates most efficiently at full power. The all gas turbine ship will, therefore, have to be fitted with a multiple engine installation if a good endurance is to be obtained.

Where the cruising engines are not in use at full power, the arrangement is called Combined Gas Turbine or Gas Turbine (COGOG). Where all engines are in use at full power it is called Combined Gas Turbine and Gas Turbine (COGAG).

H.M.S. Exmouth is undergoing conversion and will be the Royal Navy's first all-gas-turbine-propelled major warship. She is expected to start sea trials in the early summer.

She will be fitted with a COGOG plant. The cruising engines will be two Proteus, which can be used either singly or together. The boost, or full power, engine will be a marine Olympus.

### Bridge control

Manoeuvring will be carried out by the use of a controllable pitch propeller. The propeller pitch and engine throttle controls have been combined to give single lever control from either the bridge or the machinery control room.

The all-gas-turbine-propelled ship of the future will be able to go further, faster, and carry more weapons, than its steam driven counterpart.

Its machinery will require less onboard maintenance, thereby increasing availability and reducing the complement of the Marine Engineering Department.

It will thus make a significant contribution to maintaining naval effectiveness with economy of manpower.

## 'Broom' to clear shipping routes

A total of 66 ships, including 21 of the Royal Navy and Royal Naval Reserve, will be involved at different times between May 1 and 29 in Operation "New Broom"—a multinational mine countermeasures job to widen and make safer merchant shipping routes off the north-west coast of Europe.

Before executing the Inter-Governmental Maritime Consultative Organisation plans to widen the shipping lanes, it is necessary to carry out mine countermeasures operations in those parts of the proposed new routes which have not previously been "swept."

The area to be cleared has a mean length of about 60 nautical miles, and a width of about six and a half miles.

### MINE HAZARD

The operation will also afford an opportunity to up-date the hydrographic information concerning this area. This has not been possible before, due to the mine hazard.

In addition to the minelayer H.M.S. Abdiel, which will carry Capt. J. R. S. Gerard Pearce (the Captain M.C.M., Port Edgar), the other R.N. ships taking part are Laymoor, Nurtan, Iveston, Bronington, Upton, Wolverton, Monkton, Belton, Soberton and Wotton.

The R.N.R. ships involved will be Curzon, Warsash, Venturer, Northumbria, Killiecrankie, Montrose, St. David, Mersey, Clyde and Kilmory.

## R.F.A. WITH KEY JOB

With the phasing-out of the Navy's aircraft carriers, the new Royal Fleet Auxiliary Engadine (8,000 tons), now fully operational with the Fleet, occupies a key position in the training of the Fleet Air Arm's helicopter pilots.

Engadine, manned in the main by R.F.A. personnel—15 officers and 45 others—also has a permanent Royal Navy staff of a couple of officers and 12 ratings.

The primary object of the new ship is to give training at sea for helicopter pilots in operating their aircraft from a small deck in all conditions.

When engaged on training operations, the ship has accommodation for another 100 officers and ratings.

The flight deck, aft, can operate two Wessex helicopters at the same time. The hangar can accommodate four Wessex and two Wasp helicopters, or two of the Fleet Air Arm's new Sea King aircraft, expected to be in operation with the Fleet in the 1970's.

## Minister at Portland

Mr. Maurice Foley, Parliamentary Under-Secretary of State for Defence (Navy) visited Portland on March 20 and 21. During his year of office he has been to naval establishments throughout the world.

He said that Portland was a base of vital importance because of its work connected with training generally, and in particular the training connected with the complex equipment for underwater detection. He felt that great benefit had been derived from Portland's years of experience.

Left: Mr. Foley with the Flag Officer Sea Training (Rear-Admiral J. C. Y. Roxburgh).

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# TURNING SCHOOLBOYS INTO SEAFARING MEN

## The Training Squadron

Dartmouth Training Squadron introduces young officers to life at sea in H.M. ships, to give them an appreciation of a sailor's way of life, and to train them in good seamanlike standards.

As cadets they join the Britannia Royal Naval College, Dartmouth, at the age of 17 straight from school, having obtained two or three G.C.E. subjects at A level.

They spend the first term at Dartmouth and then either their second or third term in the Training Squadron before proceeding to sea as midshipmen at the end of their first year.

While in the Training Squadron—H.M. Ships Scarborough, Eastbourne, Tenby and Torquay—cadets live in broadside messdecks on general messing. Working as sailors they scrub, polish, paint, do a turn in the galley, store ship, ammunition ship, and take full and active part in jackstay transfers.

### KEEPING WATCH

Keeping watch on deck they get to know first hand the misery of being lookout on a wet and windy night.

On watch in the engine room and boiler room, if they know little of the workings at least they begin to feel the atmosphere. They wander through the electrical department tracing wires through the ship, and become gunnery members for noisy exercises.

They know the weight of a full barrel of beer and where it is kept; find out how heavy a shell can be especially when it's the 40th one lifted.

They are always surprised at the amount of food that has to be carried, stored—and eaten.

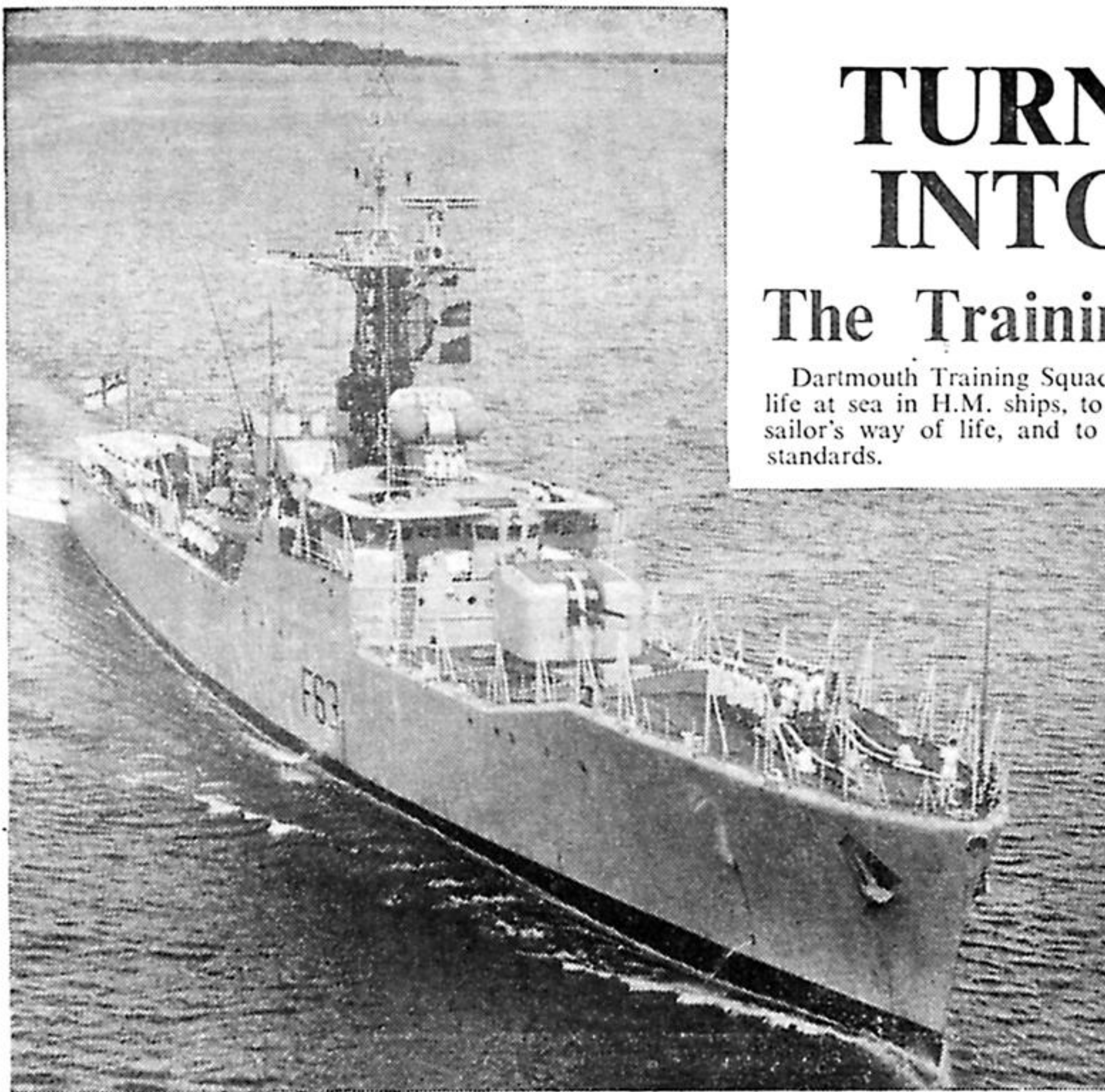
What a lot there is to know!

### PRACTICAL STEPS

They also begin their training, being helped through their first practical steps in seamanship, coastal navigation, and astro-navigation.

This then is the task—to turn youngsters who were schoolboys six months before, into seafaring men with an appreciation of the lot of those whom, one day, they will command.

**NEXT MONTH.**—Life in the Squadron, with personal and dramatic revelations! And a few more pictures. There's bound to be a rush, so make certain of your copy. Order it now!



H.M.S. Scarborough

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# Daring had a real good 'moomba'

"Moomba" is the Australian aboriginal word for "Let's get together and have fun," and if H.M.S. Daring's newsletter is anything to go by, those on board have been having a right real moomba.

But, before the Moomba, there was Gan (where fuel and a few non-essential items such as 100 cases of beer were embarked), Singapore, Hong Kong, and the Philippines.

Christmas was spent in Singapore. Our correspondent said: "It was a good day, but however each man enjoyed himself, he knew that the proper place to spend Christmas was at home."

Hong Kong, as always, was a delight. Daring berthed alongside the North Arm, one of the best berths for any run ashore in the world. Hong Kong is at your doorstep.

Daring was guard ship at Hong Kong, but that duty was broken by a week's visit to Subic Bay, where the ship's company enjoyed the immense hospitality of the Americans.

The five days in Brisbane were not nearly long enough, either to accept or to repay the wonderful hospitality, and the three days in Sydney, especially when there is a "Captain (D's)"

inspection, were ludicrously short.

The "powers that be," however, were "with it," for it was time for Daring to have an assisted maintenance period. With the aid of H.M.S. Triumph, this was arranged at Melbourne.

This visit was long enough to ensure everyone getting a fair idea of the Australian way of life, and a thoroughly enjoyable way it certainly seemed to be.

Leaving Australia on March 25, H.M.S. Daring started the 3,000-mile trip to Mauritius. Only three days were spent at the beautiful island, spoiled by the curfew which was in force because of the recent tensions.

The lovely beaches were, of course, a great attraction, and so were the first-class bananas, at less than a penny a piece.

H.M.S. Daring is due back in Plymouth in July, 1968, and by the time she arrives home she will have dealt in 12 different countries.



With girls like these to delight the eye, small wonder "special agent" films are so popular. Above is sultry Senta Berger, and below, a trim set of spurs supporting Janice Rule. Both appear in "The Ambushers"



## FLEET'S FILMS Slaygirls assorted

Special agents, cowboys, and private detection form a choice to satisfy all tastes in the more escapist forms of entertainment provided by the latest list of pictures released by the Royal Naval Film Corporation for showing to the Fleet.

On a more serious note, "Guess Who's Coming to Dinner" highlights the colour problems which are beginning to be felt in Britain's growing multi-racial society.

The full list of films is as follows:  
**Tony Rome.**—Frank Sinatra, Jill St. John. Colourful and interesting tale of a private detective's unravelling of a daring fraud. The story, which demands concentration, is gripping and gives plenty of fast action. (20th Century Fox). **No. 668.**

**Guess Who's Coming to Dinner.**—Spencer Tracy, Katherine Hepburn, Sidney Poitier. Drama of a mixed marriage expounded by means of sharp characterisation. The story is engrossing, and the polished and dignified production makes good and thoughtful entertainment. (Columbia). **No. 669.**

**The War Wagon.**—John Wayne, Kirk Douglas. A good yarn told in a tough light-hearted mood. First-rate Western entertainment, with loads of action in an old plot given an ingenious twist. (Rank Film Library). **No. 670.**

**The Ambushers.**—Dean Martin, Senta Berger. Special Agent Matt Helm in another comedy, with his usual gadgets and a new assortment of Slaygirls. Lively escapist stuff. (Columbia). **No. 671.**

## JAPAN TRIP FOR DEFENDER?

With 17,882 miles on the clock since leaving Chatham nine weeks earlier, H.M.S. Defender secured alongside at the Singapore Naval Base on March 9.

The journey to the Far East was made via Gibraltar where, for a fortnight, Defender was guard ship; Freetown for an eight-hour refuelling stop; Simonstown, a most enjoyable three days; a Beira patrol; across the Indian Ocean to Gan;

a quick look at Krakatoa, and so to Singapore.

On April 10 Defender was at sea off the Philippines. A short visit to Hong Kong was in the offing, with a visit to Manila in May. Those on board hope that there will be a visit to Japan following Manila.

When the ship refuelled from R.F.A. Wave Ruler in the South

Atlantic, the destroyer's supply officer, Lieut. — Cdr. C. K. Campbell, of Rainham, went across to the oiler to meet his brother, the Chief Officer.

Other reunions also took place. When Defender relieved Ajax on the Beira patrol, Ord. Sea. R. D. Miller, of Margate, was able to spend a few minutes with his brother in the frigate.

While in company with Bulwark and Eskimo, L.Std. W. Henderson, of Plymouth, and L.Ck. R. Ramage, of Milford Haven, also met their respective brothers.

The visit to Singapore was the first for many of the ship's company and the various "runs"—to Singapore City and Johore Bahru, the Armada Club in H.M.S. Terror, Aggie Westons and the swimming pools—were thoroughly enjoyed.

The opportunity to partake of the excellent sports facilities was eagerly seized, the ship having the distinction of winning the Small Ships' Cup for rugby and hockey.

## Protector lives up to his name

The ice patrol ship H.M.S. Protector, completing her last mission to the Antarctic, is expected to arrive at Portsmouth on May 3.

One of Protector's last jobs "down south" was a "mercy mission"—the rescue of 14 fishermen who were adrift off the coast of Peru.

Protector had just left Callao when the officer of the watch saw flares in the distance.

Steaming to the spot the ship found that the flares were fires lit in oil drums. The fires had been lit by the fishermen, whose boat had broken down.

The rescued men had been without food for four days, and had only a few pints of water left.

The fishing boat (100 tons) was towed to safety by Protector.

This last season for Protector has been beset by bad weather. February 22/23 being a typical

example. In 24 hours there was a meteorological mixture ranging from flat calm to gales, rain, fog, snow and then brilliant sunshine.

Protector's work in Antarctica will be carried out in the future by H.M.S. Endurance, formerly the Anita Dan, due to commission at Belfast on July 2.

## SAILORS' PROMPT ACTION

The Commander-in-Chief, Portsmouth, Admiral Sir John Frewen, in a Special Order of the Day, has commended six naval ratings for their initiative and prompt action.

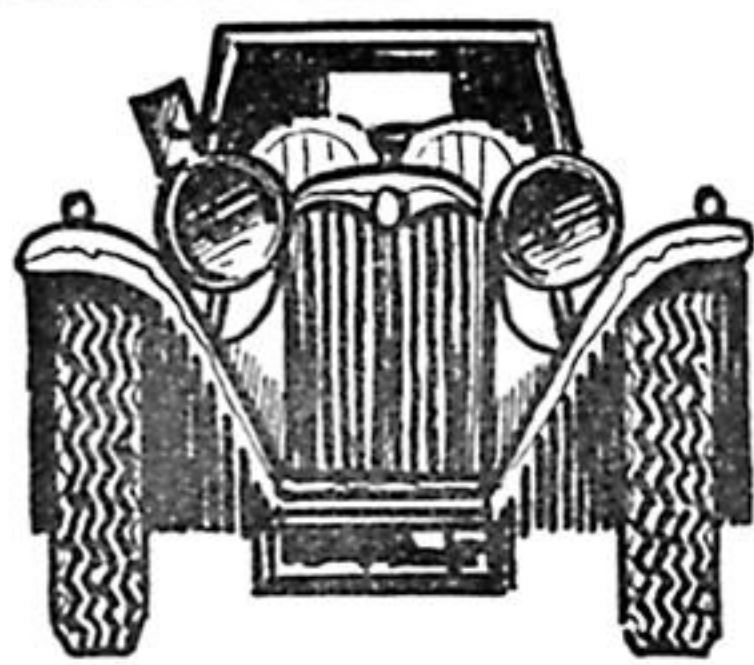
The six, CSMs J. G. Rees and J. Wilson, OEMs J. A. Harris R. E. Smith and H. Dedford

and REM R. J. Hocking, all from H.M.S. Bellerophon, were passing a house in Stanley Road, Portsmouth, when the occupant ran into the street calling for help. A paraffin heater had caught fire.

The six ran into the house, Rees smothering the fire with

his overcoat long enough for those trapped by the fire to escape.

The fire then flared up, but it was put out by the ratings who, by their prompt and effective actions, prevented what could have been a serious fire.



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# HOW TO TRAIN AS A CHEF

Big changes are taking place in the Royal Naval cookery schools. A new one is being built in H.M.S. Pembroke, at Chatham, and will open in August, 1968.

The school at Portsmouth will then close, and all forms of cookery training will be undertaken at Chatham.

The Royal Naval Cookery School is officially recognised as an examination centre for the City and Guilds of London Institute examinations. In 1967 100 per cent. success was achieved by naval candidates.

Royal Navy cooks participate in all major catering exhibitions, competing with top international chefs.

Much of the pre-exhibition training is carried out in H.M.S. Pembroke, and many awards have been gained over the years.

During 1967, at exhibitions at Torquay, Bournemouth

and Cambridge, Royal Navy staff gained nine challenge trophies (Torquay, 3; Bournemouth, 6), 21 gold medals, 12 silver medals, 16 bronze medals, and 14 certificates of merit.

At Hotelympia this year, where the competition is always of the highest order, Navy cooks won four challenge trophies, three golds, six silvers, six bronzes, and nine certificates of merit.

The Chatham Cookery School is run by Supply Lieut.-Cdr. L. Moorhouse, who joined the Navy as a cook in 1937. His ambition is to see the new school commissioned before he retires this year.

He is assisted by Supply Sub-Lieut. J. Earle, who has been at the school since



November, 1966, and whose previous appointment was as cookery officer of H.M.S. Ark Royal.

An instructor (above) puts the finishing touches to a decorative work of art — a cake of exhibition standard. Below (left and right) are trainees under instruction



## Leopard took light to Nassau

The 60,000 inhabitants of Nassau, and the many visitors, looked like having a somewhat dull Christmas until H.M.S. Leopard arrived on the scene.

The electricity power supplies were faltering, but Leopard came to the rescue by connecting her own generators to the shore network through a sub-station on the jetty.

For two days the ship supplied power to the government offices and centre of the town. This enabled the local power company to carry out essential maintenance on their own generators.

It is believed that Leopard's contribution was the first time that a British warship has supplied AC power to a town, and it was with some trepidation that Leopard's captain, Cdr. N. R. D. King, made the switch to send her 440-volt supplies through the sub-station, where they were stepped-up to 7,000 volts for supply to the town.

### GOODWILL VISITS

H.M.S. Leopard made the first of her many goodwill and operational commitments in the Caribbean to Beef Island in the British Virgin Islands, arriving on December 2, 1967.

Four days later she was at Bermuda, somewhat battered, after a slow, uncomfortable crawl against very heavy seas.

With Commodore J. M. Townley, the Senior Naval Officer West Indies, on board, the ship returned to the Bahamas for her first patrol.

Christmas week was spent at Freeport, Grand Bahama, and then came an eventful patrol.

Three Cuban fishing boats, apparently fishing within Bahamian territorial waters, were arrested, being boarded by skeleton crews from Leopard.

Sub-Lieut. A. P. Pudney, the ship's gunner, joined the largest of the three boats, and he led his little "fleet" back to Nassau at a stately speed of five knots, escorted by a prowling Leopard, circling at her minimum speed.

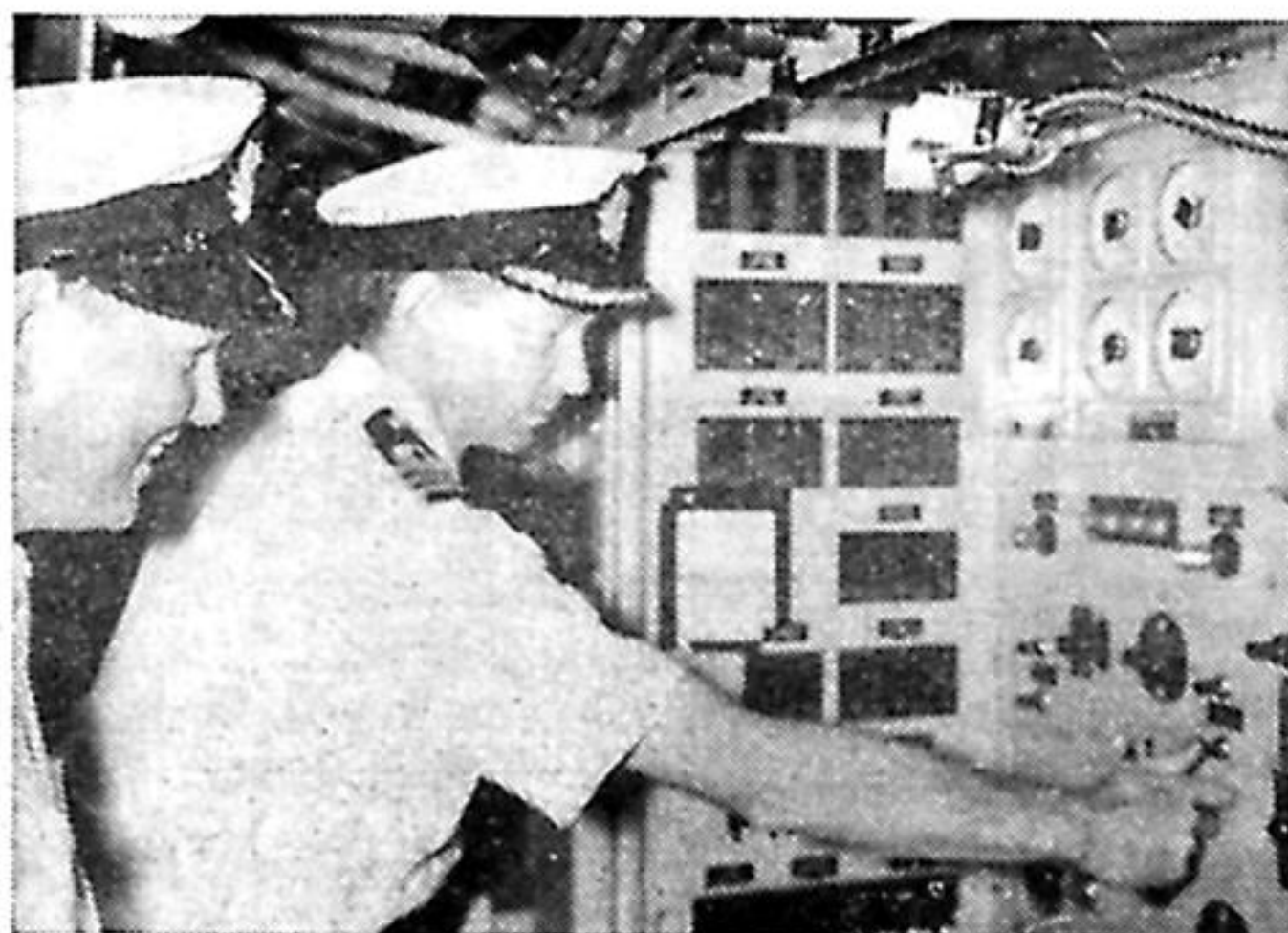
Nassau was reached after

dark on New Year's Eve, just in time for Junkanoo—the Nassau New Year equivalent of carnival.

Visits to Guantanamo (Cuba), Panama, Acapulco, and Puntarenas (Costa Rica) followed, and then came four busy days exercising with H.M. Ships London, Juno, Decoy, Falmouth, the R.Nth S. Rotterdam and R.F.A. Orangeleaf.

Leopard returned to Bermuda, her base, on February 22, for a busy maintenance period, but not before more exercises off Puerto Rico, with a visit to the capital, San Juan.

The ship left Bermuda on March 18 for further patrol work and visits.



The commanding officer of Leopard, Cdr. N. R. D. King, operates the switch to supply Nassau with power. Sub-Lieut. R. E. Humphries (deputy weapons and electrical engineer officer) seems happy he is not in the hot seat

## ADMIRAL COMMENDS RATING Fire in turret

When fire broke out in H.M.S. Fife's "A" turret during firings at sea off Portland on February 23, the captain of the turret, LS James Cragg, ordered the crew of six out of the turret, knocked out the supply of electricity, and notified the bridge of the fire.

Live ammunition was stacked in the hoists, racks, and trays inside the turret. The fire was in the elevation motor, and live cordite cases were only 18 inches away.

With the turret's crew out of the turret, LS Cragg started clearing the ammunition from the turret as the fire was being put out.

On April 3, Rear-Admiral



LS James Cragg

G. J. B. Noel, Chief Staff Officer (Technical), Western Fleet, presented LS Cragg with a Commendation from the Commander-in-Chief, Western Fleet, Admiral Sir John Bush.

Admiral Bush said that Cragg acted with coolness and speed, and he commended him "for courage, calmness, and presence of mind in this dangerous and uncertain situation."

LS Cragg's wife, Angela, who lives at Portsmouth, was present at the ceremony.

## NAVAL FOLK SONG CLUB

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## 'Brilliant' rescue job

In 25 knot winds, only six feet above the aerials on the 120-foot Longships Lighthouse, off Land's End, Lieut. David Blythe, from the R.N. Air Station, Culdrose, hovered his Wessex helicopter for 10 minutes.

Mr. Fred Care, working on the lighthouse, lay on a four-foot ledge, injured, while Lieut. Dick Saker, the "winchman" fastened him to a stretcher.

Lieut.-Cdr. M. J. Harvey, commanding officer of 706 Squadron, who was in a supporting helicopter, said: "This was one of the most brilliant pieces of flying I have ever seen. Lieut. Blythe and his crew deserve a lot of credit."



"What's this then—Wednesday Playhouse?"

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# To Alec—first congratulations

A signal flashed to Alec Rose as he rounded Cape Horn—it was sent by Reading branch of the Royal Naval Association. It got to the lone sailor thanks to the Royal Navy—the first message of congratulations.

Alec's round-the-world trip was the main topic a few nights previous when the branch met for a reunion dinner—their first for four years.

Oldest member present was 82-year-old Mr. "Dickie" Bird, who went to sea in sailing ships. A close second was 80-year-old Mr. Harold Old. Many of the "crew" are now veteran mariners and the way they keep their "ship" in commission was praised by Vice-President Jim Gent.

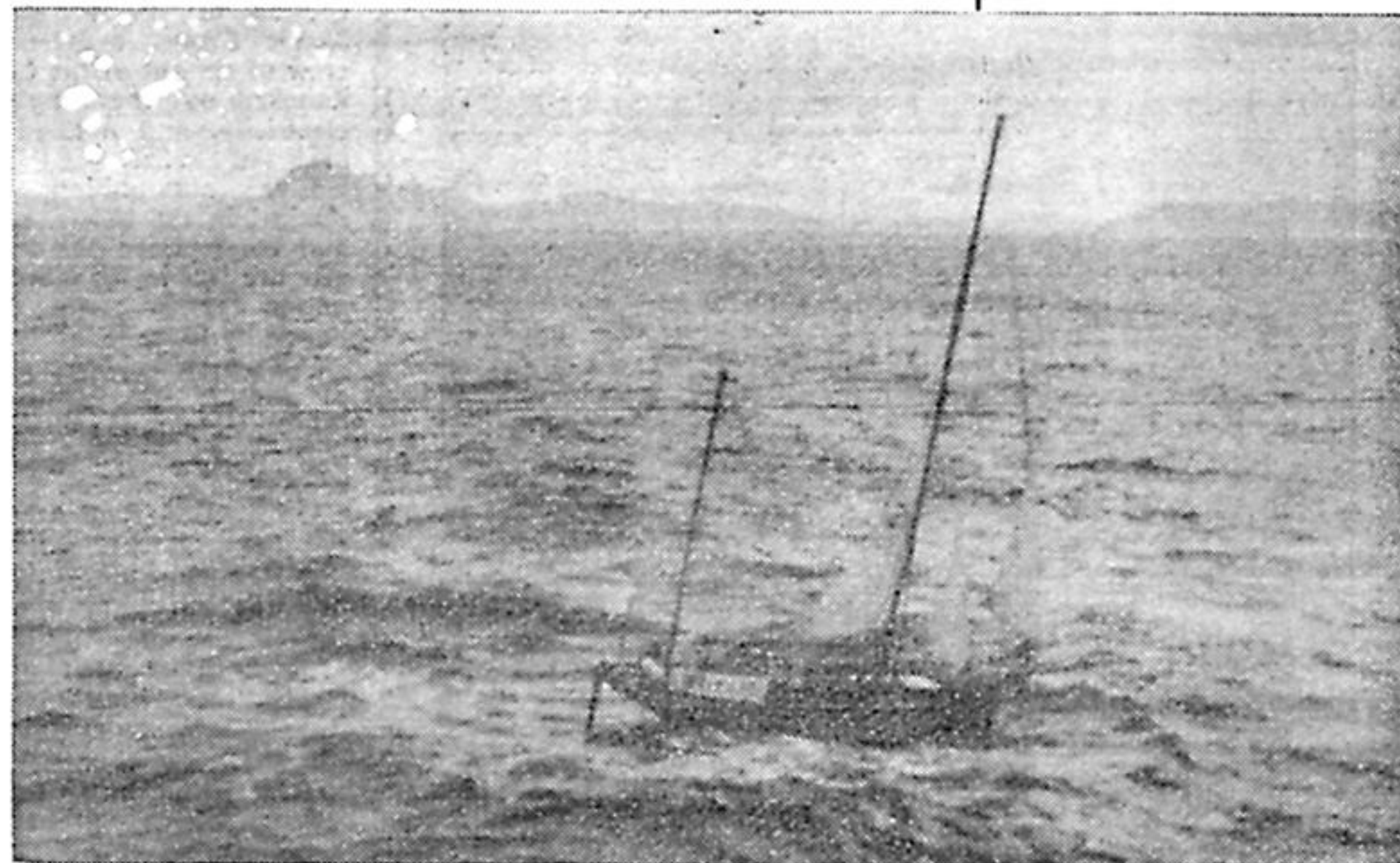
They all knew, he said, what it meant for Alec Rose to be sailing alone in his small craft. It was then that they decided that somehow they wanted to get a message to the ketch.

## ESCORT PATROL

The Royal Navy came to the rescue. They sent the signal to R.F.A. Wave Chief, which was standing by on escort patrol as Lively Lady rounded the Cape. It read: "Keep your spirits high and course steady. Congratulations and admiration."

Alec replied: "Thank you for your message. Hope to see you all soon."

Vice-Admiral B. B. Schofield, vice-president, speaking at the dinner, hit out at the decision to abolish aircraft carriers. It was surprising, he said, how much support for keeping them had come from the



Army and Royal Air Force. Too much of the naval expenditure was used to support the large shore-tail, he said.

## Dinner for G.I.s

The Royal Navy and Royal Marines Gunnery Instructors' Association held its 22nd reunion in Whale Island on April 5, the chief guest being Vice-Admiral M. P. Pollock, the Flag Officer, Submarines.

Although he is now the overlord of the Navy's under-the-sea activities, Admiral Pollock qualified as a gunnery specialist in 1940, and was very much at home in H.M.S. Excellent.

## SLOUGH WILL BE HOSTS FOR THE CONFERENCE

Although the Slough branch has been in existence nearly 32 years, having previously been an Old Comrades' Association branch, the members now have a magnificent modern club, with all facilities and a thriving restaurant as part of it.

Known as Slough Naval Club, it is situated at 138a Elliman Avenue.

Delegates or onlookers to the 1968 National Conference will be able to see just what Slough can provide, for the General Council has accepted the invitation to hold the conference at the club.

The branch secretary, Shipmate J. L. E. Akehurst, 79 Hawthorne Crescent, Slough, says that many branches have already visited the club. Professional entertainment includes visiting orchestras and groups, who play on Saturday and Sunday evenings.

Shipmate Akehurst adds that branches are most welcome to visit the Slough club after their "Up the Smoke" run. Coaches and a fair number of cars can be catered for.

## New headquarters

After meeting in various public houses for about 30 years, the High Wycombe and District branch now has its own permanent headquarters and club.

Last March, after nine months of wrangling and scheming, the branch was able to acquire the premises of an old T.A. and V.R. drill hall.

Members have worked hard, and this month the High Wycombe shipmates hope to have their licence.

Hoping to show off their skill as property renovators, and with their frustrations all behind them, the branch hopes that they will receive visits from other branches in the area and throughout the country.

The secretary is Shipmate J. E. Stone, 125 Rutland Avenue, High Wycombe.

## Membership up

When the third annual meeting of the Christchurch and District branch was held on March 14, the branch secretary reported that 17 new members had joined during the year.

The branch president, Admiral Sir Wilfrid Woods, stressed his willingness to assist in any way possible any member who might find himself in difficulty.

The Admiral regretted that because of many other commit-

## LAST LAP

Alec Rose passing Cape Horn (seen in background) in his 37 ft. ketch Lively Lady. The picture was taken from the Royal Fleet Auxiliary Wave Chief. The yachtsman is now on the "last lap" for home.



## THE ROYAL NAVAL ASSOCIATION

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## National Council chairman leaving

When Plymouth branch held its annual meeting, at which the branch president, Vice-Admiral Sir Charles Mills, was present, the retiring chairman, Shipmate S. Babbage, the vice-chairman, Shipmate G. Kempen, together with the main committee, were re-elected en bloc.

The secretary, Shipmate W. B. Powell, in his report, once again stressed the pathetic

number of members, considering that Devonport was still a major naval port.

Shipmate Powell paid tribute to that colourful personality, the late Shipmate (Mac) McGinnes. Mac was the social secretary last year, and did his utmost until his disability became too much for him.

A large number of shipmates attended the funeral, which was conducted by the branch chaplain, the Rev. D. H. Sim.

Shipmate J. May, chairman of the National Council, explained to the meeting his reason for not wishing his name to go forward as the Area delegate for No. 4 Area.

He said he had been chairman for five years, and thought it was time someone else had a chance to occupy that post. Had his name gone forward he would have still been eligible.

Admiral Mills said how delighted he was to be present among the shipmates for the first time since his election as branch president.

He spoke about the recent cuts, and how they would affect the port and the Royal dockyard. His talk made many of those present much happier about prospects in Plymouth.

On behalf of the branch, the secretary pinned a Royal Naval Association badge on the president's jacket.

## Tiffies now 100

When the Royal Naval Engineers Benevolent Society held a dinner in H.M.S. President on March 23, to celebrate the centenary of the introduction of artificers into the Navy, Rear-Admiral Sir Sydney Frew was the principal guest of honour.

Admiral Frew, who started his artificer apprenticeship at Chatham 63 years ago, was the first artificer to reach flag rank, and the first to be knighted.

The R.N.E.B.S., the oldest lower-deck association, will be 100 years old in four years' time.

Sir Sydney said that the 20th century had been an era of technological revolution for the Navy. The artificers had met the challenge of the seemingly never-ending changes in machinery, propulsion and weapons, and they deserved full credit.

## Parting gift

Retiring from the presidency after 13 years, Admiral Sir Edward Rebbeck received a parting gift at the annual dinner of Bangor branch, the presentation being made by the chairman, Shipmate P. S. Davidson.

Thanking the members, Admiral Rebbeck said he had always found terrific friendliness at Bangor, but living in England, he could not fully meet the requirements the position of president required.

Guests included Vice-Admiral Sir Arthur and Lady Hezlet, and Cdr. F. P. Brooke-Popham, recently appointed to H.M.S. Sea Eagle at Londonderry.

A bouquet was presented to Lady Hezlet by Mrs. Lilian Lavery, a member of the branch committee.

## Five admirals at the Sheffield reunion

Five admirals, 20 captains, two R.M. colonels, 33 commanders, and many ratings were among more than 200 who at Portsmouth on April 5 attended a reunion of those who had served in H.M.S. Sheffield. The gathering took place aboard the cruiser Belfast (Reserve Fleet).

Organised by Lieut.-Cdr. R. Treseder, R.N. (ret.) the occasion was a "once only" affair, restricted to those who served in the 10,000-ton cruiser during her operational life from 1936 to 1960.

Holding a place of honour for the reunion was a torn and tattered photograph of Princess Marina, Duchess of Kent, who had launched the ship.

The photograph was damaged by shells from the German battleship Bismarck when

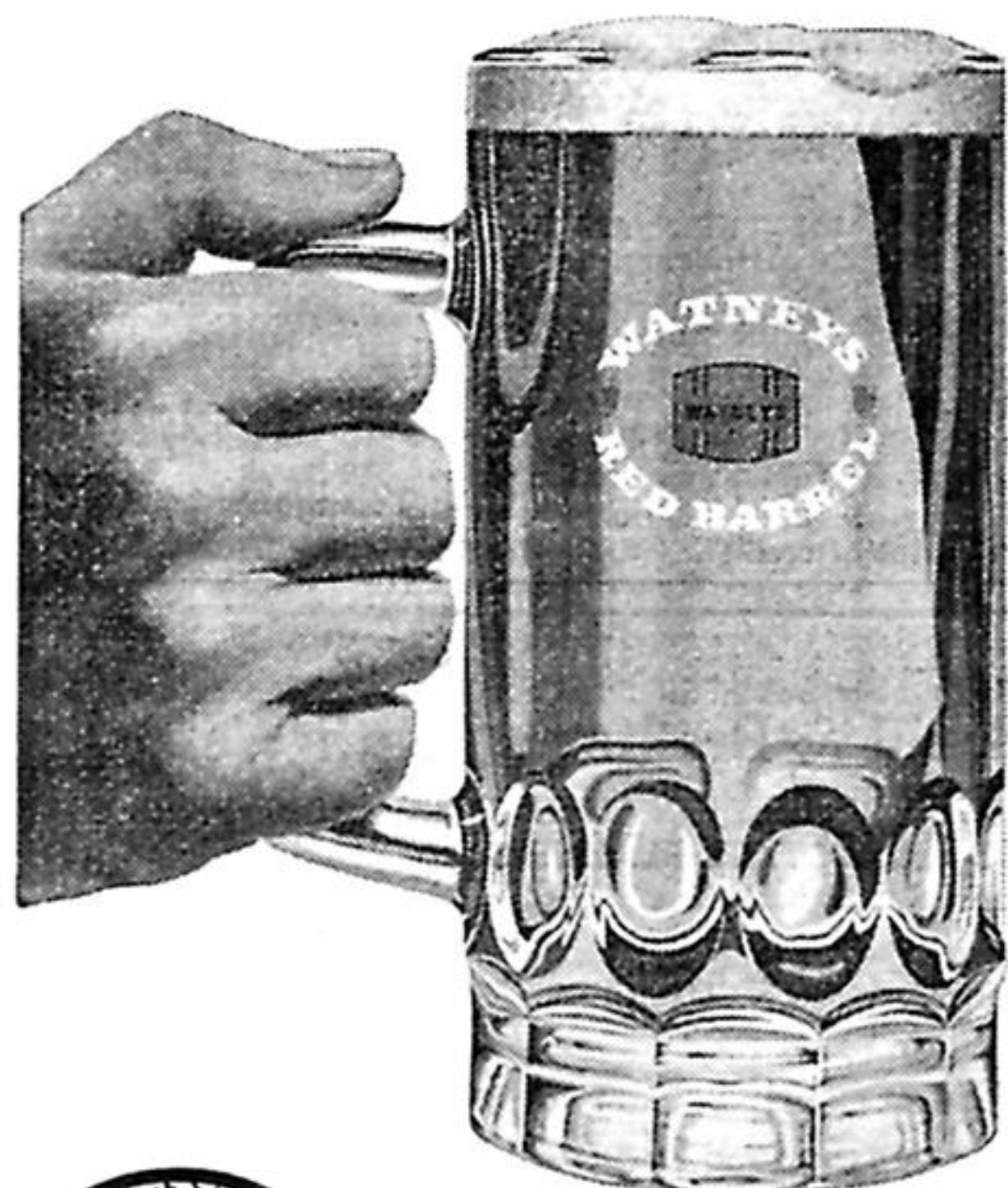
Sheffield helped to destroy her in May, 1941.

When Sheffield was taken to the breakers' yard last year, the photograph was returned to Princess Marina, who lent it for the reunion.

The City of Sheffield, which maintained a close link with the ship during her life, was represented at the reunion by the Lord Mayor, the Lord Provost, Master Cutler, and the Town Clerk.

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# Passport to her job

The 'News' Diary



Nurse Whetton at the Malaysian Immigration and Customs Station

For Naval Nurse Rita Whetton, whose home is at Savile Park, Halifax, life is a long round of immigration and customs checks.

A member of the Queen Alexandra's Royal Naval Nursing Service, she lives in Singapore Naval Base and travels to work at the Services' Families Clinic at Johore Bahru, in Malaya.

It involves journeying each day across the quarter-mile causeway linking Singapore and the mainland, with regular exit and entry formalities between the two countries.

Nurse Whetton trained to become a State-registered nurse at the Royal Navy hospitals in Plymouth, Portsmouth and Malta.

Since qualifying she has served with the Fleet Air Arm at the R.N. Air Station, Lossiemouth, and is now a member of the medical team giving 24-hour coverage to Service families in the Far East.



Lady Le Fanu, CPO Cross, Admiral Sir Michael Le Fanu, and Mrs. Cross after the presentation

## Saw his coxswain get medal

Admiral Sir Michael Le Fanu, who will become First Sea Lord in August, travelled to Plymouth with Lady Le Fanu to see the award of the British Empire Medal to CPO Bertram Louis Cross.

When Sir Michael was Com-



Complete with full set, Instr. Lieut.-Cdr. Taylor makes a dashing pirate

## He wanted to be a pirate king

Complying with Royal Navy orders, Inst. Lieut.-Cdr. Lionel Taylor, Port Instructor Officer at Singapore Naval Base, made a formal application "for permission to grow"—the normal practice of clean-shaven officers wanting to grow a beard.

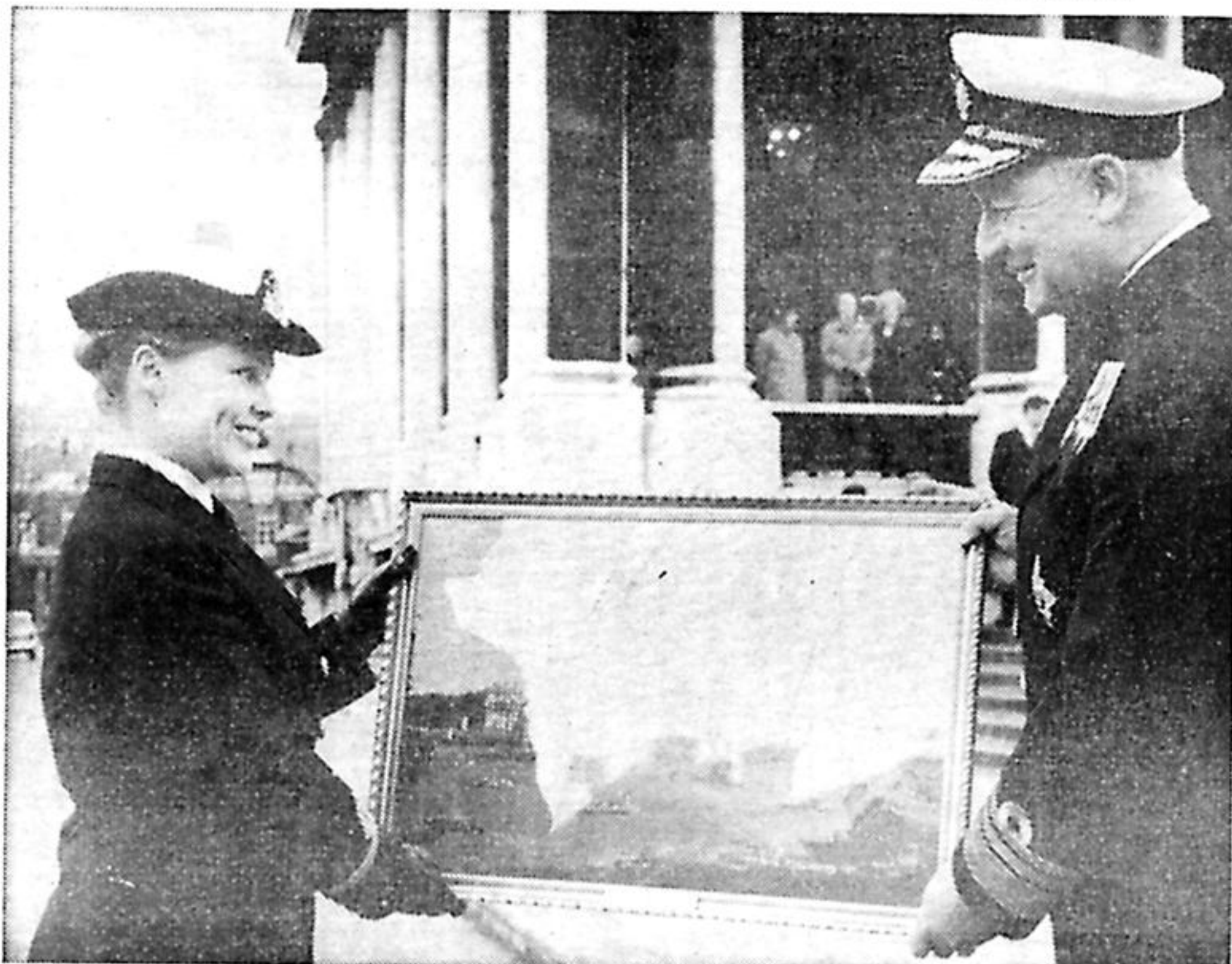
In the case of Lieut.-Cdr. Taylor he needed to grow this beard to qualify as a pirate—the Pirate King in the production by the Naval Base Singers at Singapore in May of "The Pirates of Penzance."

Lieut.-Cdr. Taylor, whose parents live at Trevoze Close, Chandlers Ford, near Southampton, served in corvettes and minesweepers in the Western

Approaches in the R.N.V.R. during the war.

He was commissioned in the executive branch of the R.N.V.R. in 1943, and transferred to the instructor branch of the Royal Navy in 1949.

Before going to the Far East in June, 1966, he was serving in H.M.S. Ganges, the junior training establishment at Shotley Gate, near Ipswich.



mander-in-Chief Middle East, CPO Cross was his coxswain, and had to drive the admiral around the streets of Aden in "unpleasant" conditions, under the constant threat of terrorist attacks.

The citation referred to CPO Cross's "imperturbability and sense of humour."

Handing over the medal was Vice-Admiral Sir Charles Mills, Commander-in-Chief, Plymouth.

## PICTURE FOR 'TOP GIRL'

A copy of Canaletto's picture of old Greenwich Hospital was presented by Vice-Admiral Sir Horace Lyddon, President of the Royal Naval College, to Diane Cecelia Williams, who was "top girl" on completion of an officers' training course at the college.

Diane, who is 21, is the daughter of Mr. and Mrs. S. Williams, of Beccles, and joined the Wrens in 1964.

Now appointed probationary Third Officer, Diane's first appointment is to the R.N. Air Station, Lossiemouth, for training in administrative duties.

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## LONDON RENEWS CITY LINK

# Ship's company greeted as brothers

Before starting a six-month refit at Portsmouth, H.M.S. London paid a week's "diplomatic" mission to London, where Londoners greeted the ship's company like long-lost brothers when they saw the London cap tallies.

H.M.S. London was moored in mid-river off Greenwich for the visit, during which 47 conducted tours of the ship were made by schoolchildren, and more than 4,000 Londoners went on board on the two "open" days.

## PRESENTATION

During the visit the commanding officer, Capt. D. Jermain, dined with the Duchess of Gloucester, who presented the ship with two water colours.

These were to replace two destroyed in London's gallery last year.

The Lord Mayor of London, Sir Gilbert Inglefield, presented the ship with an ensign from the City of London.

Sir Gilbert is a direct descendant of Admiral Inglefield, who invented the clip still used in the Navy for attaching signal flags to the halyards.

The flotilla leader Inglefield, completed in June, 1937, and sunk by a glider bomb in 1944, was named after Admiral Inglefield (1820-1894).

Last month's visit was the second London had made to the capital. At the beginning of July, 1964, H.M.S. London, under the command of Capt. (now Rear-Admiral) J. C. Bartosik, berthed in the Thames and, after parading through the

city, the ship's company was entertained to lunch in Guildhall.

This time 179 ratings were entertained at the Mansion House, and taken to a theatre.

## SINCE 1666

The present London is the tenth warship of the name, and there has been a link with the name and the capital since 1666, when the city subscribed more than £16,000 towards the cost of the Loyal London, a warship which cost only £18,355.

Capt. Jermain said that the visit "was a fitting climax to the ship's two-year commission." During the last six months the ship has steamed 33,000 miles.

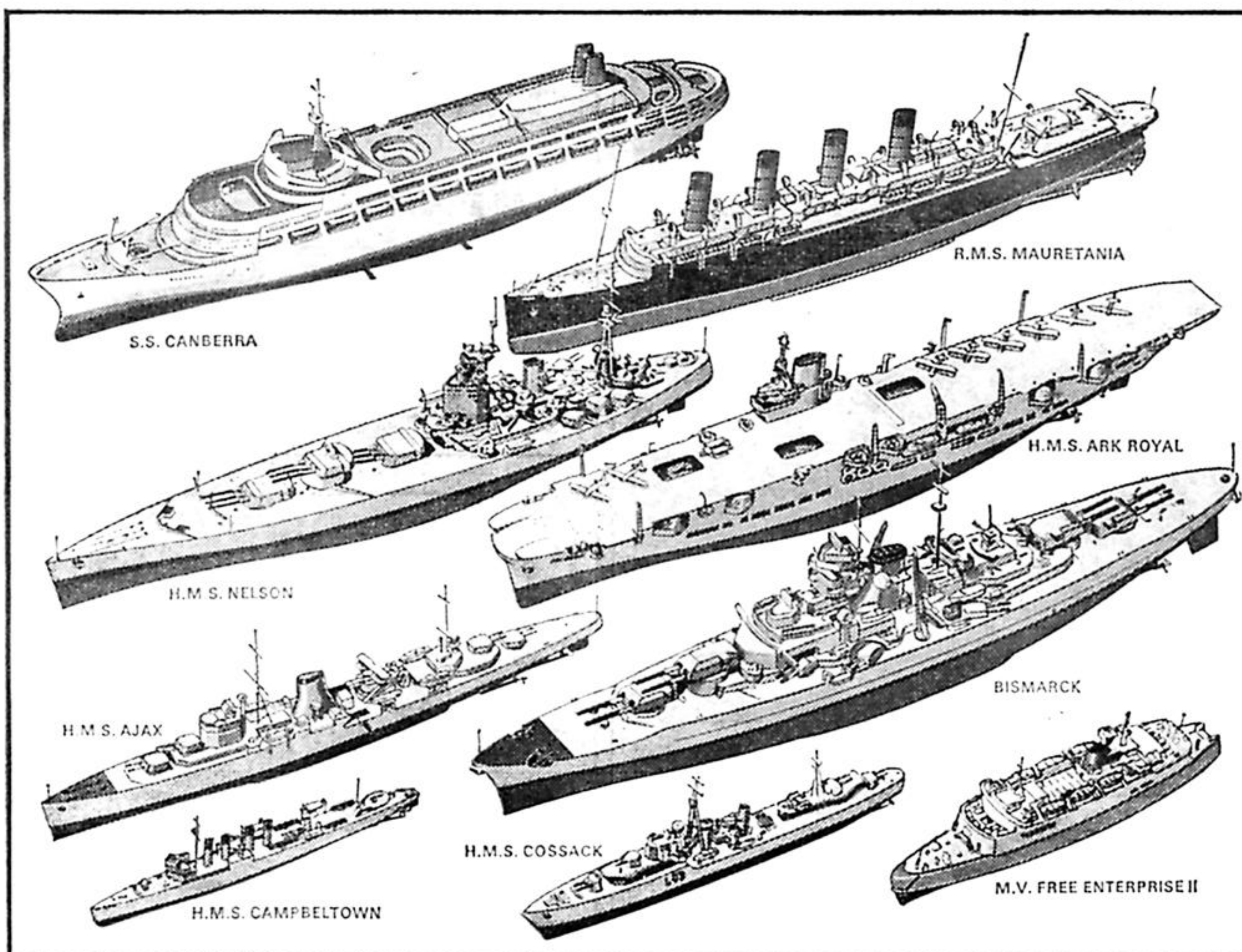


The Lord Mayor of London, Sir Gilbert Inglefield, talking to Admiral Sir John Bush, Commander-in-Chief, Western Fleet, on board London at Greenwich

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## British sailors fix bayonets as friends

When H.M.S. Decoy, accompanied by H.M. ships Juno and Falmouth, visited Venezuela and Colombia during a three-month cruise in the Caribbean, the Royal Navy exercised the privilege of visiting British sailors, to land with swords drawn and bayonets fixed.

This privilege dates from the time when British forces aided

Simon Bolivar (1783-1830) in his campaigns against the Spanish.

### Danae to visit Liverpool

Following her working-up programme in January and February, H.M.S. Danae sailed for Gibraltar and, after a period as guard ship at the Rock, her ship's company enjoyed a fortnight in Malta in superb weather.

The ship returned to Devonport on April 4 prior to a visit to Belgium for the 50th Zeebrugge anniversary, and an informal visit to Esbjerg, Denmark, in connection with the British Trade Fair.

H.M.S. Danae will be wearing the flag of the Commander-in-Chief, Plymouth, for his visit to Liverpool for the 25th anniversary of the Battle of the Atlantic ceremonies, May 3 to 5.

Wreaths were laid by sailors from the three warships at the statues of "The Liberator" in these Latin American countries.

With Aisne, Walrus, and RFA Orangeleaf, the six ships formed the 1st Western Fleet Division which, during exercises with the navies of Colombia, Venezuela, Netherlands, and United States, demonstrated Royal Navy missiles, including the Seacat.

Aisne was present at Cape Canaveral when the Polaris submarine, H.M.S. Resolution, fired her first test missiles.

Decoy, commanded by Cdr. J. R. Symonds-Taylor, returned to Portsmouth on March 28, with Aisne (Cdr. W. S. Gueterbock), and RFA Orangeleaf (Master, Capt. R. McCarthy, RFA). Juno (Capt. R. D. Lygo) went to Chatham and Falmouth (Cdr. F. Brown) returned to Plymouth.

## APPOINTMENTS

Capt. H. C. N. Goodhart, who has been appointed as Deputy to the Chief of Defence Staff (Operation Requirements) and as Director of Defence Operational Requirements Staff, to date August 19, is to hold the rank of Commodore while holding this appointment.

Other recent appointments include the following:

Capt. J. A. Templeton-Cotill, Bulwark in command, May 1.

Capt. C. R. P. C. Branson, Phoebe in command, August 12.

Capt. M. L. Stacey, Victory for Andromeda July 8, and Andromeda in command on commissioning, d.t.b.r.

Capt. C. P. H. Gibbon, Dolphin as Chief Staff Officer (Mat) on staff of Flag Officer, Submarines, May 29.

Capt. M. C. Denman, Duty in office of First Sea Lord as Secretary to Admiral Sir Michael le Fanu, July 8.

Capt. A. J. Miller, Terror as Chief Staff Officer (Plans and Policy) on staff of Commander Far East Fleet, August 3.

Inst. Cdr. F. R. Finch, Terror as Fleet Instructor Officer on staff of Commander, Far East Fleet, August 10.

Cdr. M. C. Spencer, Cochrane as Secretary to Vice-Admiral I. L. M. McGeoch, Flag Officer, Scotland and Northern Ireland (designate), June 18.

Cdr. F. B. Charlesworth, Osprey as Secretary to Flag Officer Sea Training, July 29.

Cdr. A. Maricais, Diamond in command, December 2.

Cdr. P. J. Bing, Condor as Training Commander, September 20.

Lieut.-Cdr. G. W. G. Hunt, Eagle, May 20, and for 899 Squadron in command, d.t.b.r.

### 'POOL PLEASED THE PELLEW

When H.M.S. Pellew paid an informal visit to Hartlepool, the visit was enjoyed so much by the ship's company that a number hastily changed their leave plans!

Hartlepool made everyone on board most welcome, many local clubs and associations, including the Royal Naval Association offering hospitality. Over 2,500 went aboard the ship while she was open to visitors and this number did not include the parties of sea cadets and schoolchildren who were shown around.

As usual on such visits there were trips to local industries—a visit to a coal mine proving most popular.

There were also a number of sports matches which Pellew fought gamely!



# TWO RECOMMISSIONINGS AT ROSYTH

NAVY NEWS MAY 1968

The Tribal class general purpose frigate H.M.S. Mohawk, and H.M. submarine Ocelot, recommissioned at H.M. Dockyard, Rosyth, on March 29.

Mohawk's ceremony was attended by Vice-Admiral Sir John Hayes, Flag Officer Scotland and Northern Ireland, and Rear-Admiral W. T. C. Ridley, Admiral Superintendent Rosyth.

## Mohawk and Ocelot

On completion of the service, the commanding officer, Capt. J. A. G. Evans, was piped aboard by cadets from the training ship Mohawk—the Sea Cadet unit at Blackburn which has established a liaison with the ship.

Built by Vickers Armstrong at Barrow-in-Furness, Mohawk

was commissioned in 1963. She displaces 2,500 tons and has a complement of 20 officers and 260 ratings.

H.M.S. Mohawk has two 4.5-in. guns, two 40 mm. guns, and a triple-barrelled anti-submarine mortar. She is fitted with the latest sonar equipment, and carries a Wasp helicopter.

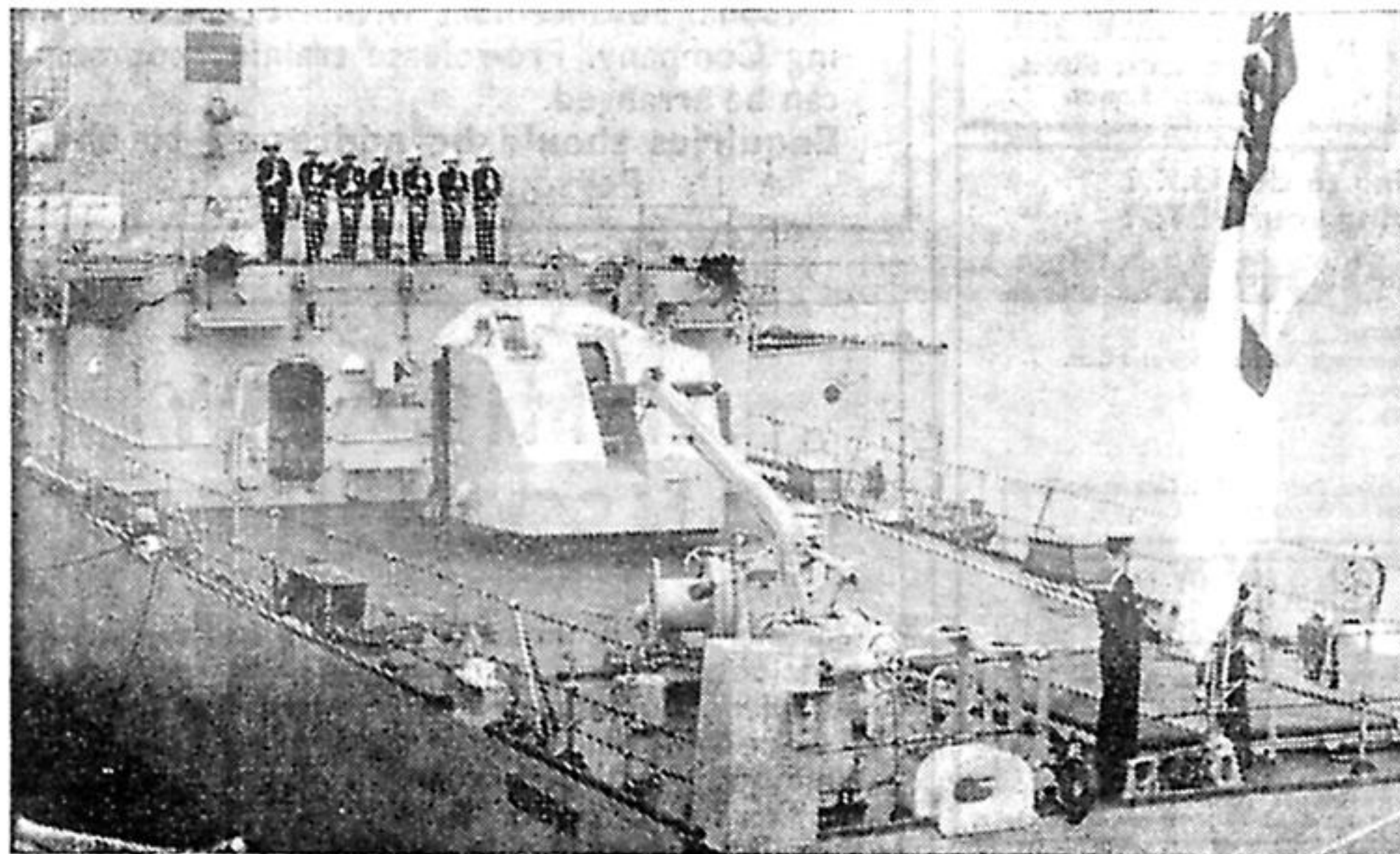
The radar and operations room are designed for the direction of helicopters, fighter and maritime aircraft.

The Oberon class submarine Ocelot, commanded by Lieut.-Cdr. R. A. Morris, recommissioned for service with the First Submarine Squadron.

Built at Chatham Dockyard and completed in 1964, Ocelot is capable of high underwater speed, and of maintaining continuous submerged patrol in any part of the world. There is a complement of 68.

This service was also attended by Rear-Admiral Ridley.

Capt. J. A. G. Evans, commanding officer of H.M.S. Mohawk, assists Mrs. R. E. Onslow, wife of the First Lieutenant of the ship, to cut the commissioning cake. Mrs. Evans was unable to be present because of sickness.



Aboard H.M.S. Mohawk, and (right) the padre addresses the ship's company of H.M.S. Ocelot

## Field gunners—look to your laurels!

In just over 90 minutes, 45 Commando Royal Marines manhandled a 5½-cwt. field gun limber over the snow-covered three-mile assault scramble course.

Lieut. R. Williams, Sgt. J. Roke, and 20 marines from

8 Troop, Zulu Company, borrowed from Devonport field gun crew their spare limber.

For exercise, they took it with them over three miles of the toughest and most rugged snow-covered terrain to exist on any Service training area.

There is a full range of hazards, from a 30-yard icy stream in full spate rising to the Dewar Stone in a series of one-in-three slopes to 750 ft. above sea level.

Could this be the start of a possible challenge to Pompey, Air, and Guzz from the Royals?

A field gunner who was able to watch the Marines in action commented—"with the know-how and training, the field gunners only require four men to run it up the ramp and over the chasm!"

Pictured (right) is one of the easy bits of the course.



## R. Marines commended

A Royal Marines Major, a Sergeant and two Marines have been Mentioned in Despatches for gallant and distinguished service in Aden.

Major Brian L. Edwards (45 Cdo.), "showed outstanding qualities of leadership and remarkable tactical sense."

Sgt. James T. Mayne (45 Cdo.), disposed of 300 unexploded bombs and mines in the Hailayn area within a period of 48 hours, carrying out jobs "Way beyond the normal call of duty."

Marine Niel Gibson, while serving as a sniper in 45 Cdo., showed "courage under fire and a singleness of purpose."

Marine Tudor L. Woolman (42 Cdo.), during an attack on his observation post not only engaged the enemy himself, but calmly passed accurate information to other positions.

### H.M.S. EAGLE HELPED

During H.M.S. Eagle's 14-day stay in Hong Kong, technicians and crewmen from the aircraft carrier helped to repair and paint a home for severely handicapped children. The House of Loving Faithfulness caters mainly for spastics, and was presented with a cake and ship's plaque to mark Eagle's visit.

Making friends with one of the children is Naval Air Mechanic John Turner, of Shepperton (Middlesex). Nearby is CPO Thomas Matthews, of Gosport.



### ANOTHER EAGLE

The Navy now has two Eagles — the 50,000-ton (full load) giant, and a 33 ft. model, seven feet wide, built to a 1/24th scale.

The scale model has been rebuilt by men of the R.N. Aircraft Yard, Fleetlands, from the model of H.M.S. Victorious which travelled 6,000 miles last year for demonstration and recruiting purposes.

The little Eagle will be "commanded" by PO Ronald McLachlan, of Rowner, who was in charge of the Victorious model last year.

His two-man crew consists of LEM Norman Robinson and LOEM Jim Dale.

On its flight deck the model has miniature cranes and tractors as well as models of Buccaneer aircraft, built at H.M.S. Condor, Arbroath.

The model's first official function was at the Oundle Boat Show at Easter.

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Alan Ellis, N.A. 2/c. L/103061.  
H.M.S. Osprey, February 6.  
Brian E. Smith, LREM, P/074033.  
H.M.S. Collingwood, February 10.  
Derek Cullender, AB, P/1981368.  
H.M.S. Fiskerton, March 11.  
Richard C. J. Sheen, Mus'n 1/c. RMB 3680, R.M. Depot, Deal, March 30.  
Lieut. Cresswell Swann, H.M.S. Eagle, April 9.  
Lieut. Hedley J. Williams, H.M.S. Eagle April 9.

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# 'FINEST NAVY IN WORLD'

## Sword of honour to S.D. cadet

The opportunities for the late developer to make good in today's Navy are well illustrated by this term's winner of the Sword of Honour at the Special Duties Officers' School, Eastney.

In February, 1964, Peter Crundwell was an able seaman who had just qualified as an F.C.2. In April, 1968, he came top of his class of 11 seamen candidates in the qualifying examination for promotion to the Special Duties List.

Act. Sub-Lieut. Crundwell joined the Navy in 1955. He is married, has a son aged 18 months, and lives at Rowlands Castle.

He has served all over the world and his list of ships include Redpole, Bulwark, Sheraton, Zest and Reclaim.

This term's Sword of Honour was donated by a former Special Duties List Officer, Lieut. E. J. E. Le Brun, now serving the Navy in a civilian capacity as a mortar calibration officer at Portland.

It was presented to Act. Sub-Lieut. Crundwell at the passing-out parade on April 11 by Commodore A. R. B. Sturdee, Chief of Staff to the Commander-in-Chief, Portsmouth.

### OLDEST NAVY

He congratulated him and the other successful candidates on joining the officer strength "of the oldest, most renowned, and still the finest navy in the world."

Commodore Sturdee also had a word of praise for the support and encouragement given to the candidates by their wives.

"The Navy realises," he said, "that officers and men whose home life is happy can give most service to the Navy."

Book prizes for sections of the qualifying examination were introduced with the Sword of Honour at the end of last year. This term three prizes were won

by PR candidates—professional subjects by Act. Sub-Lieut. E. G. Walsh; seamanship by Act. Sub-Lieut. D. A. T. Constable; and navigation by Act. Sub-Lieut. D. A. Swann.

The results in navigation were generally very good, with four of the class obtaining first-class passes.

The academics prize was won by Act. Sub-Lieut. Crundwell.

### PROFESSIONAL PRIZE

The professional subjects prize for the junior course was won by Act. Sub-Lieut. (AV) N. E. J. Craft who, together with Act. Wardmaster Sub-Lieut. H. R. Hussey, was qualifying after a one-term course.

The prize—covering such subjects as general officer knowledge, communications, and first aid—is generally regarded as a seaman's preserve and for it to be won by an aviation candidate was no mean achievement.

The full list of candidates qualifying for promotion to act. sub-lieut. is as follows (the candidate's previous rating being also shown):

Gunnery.—P. H. Crundwell (PO FC 1/c), G. T. A. Luxton (PO Cox'n), M. D. Prior (C.O.E.A. (O)), J. H. Uawin (PO GD).

Clearance Diving.—R. G. Lusty (PO CD 1/c). Physical Training.—J. R. Hudson (PO PT 1/c).

Plotting and Radar.—N. T. Byrne (PO RP 1/c), D. A. T. Constable (PO RP 1/c), D. A. Swann (PO RP 2/c), E. G. Walsh (PO RP 1/c).

Torpedo and A/S.—R. J. Simms (PO UW) R.A. Navy.

Aviation Duties.—N. E. J. Craft (PO Air Phot 1/c).

Wardmaster.—H. R. Hussey (Med Tech 1/c (N)).

### EVENTFUL TERM

The passing out parade formed the climax of another eventful term at the Special Duties School.

The main event was, perhaps, the visit of Mr. Maurice Foley, Parliamentary Under Secretary for Defence for the Royal Navy.



Sword-of-honour winner Sub-Lieut. Crundwell, with his wife Nicola.

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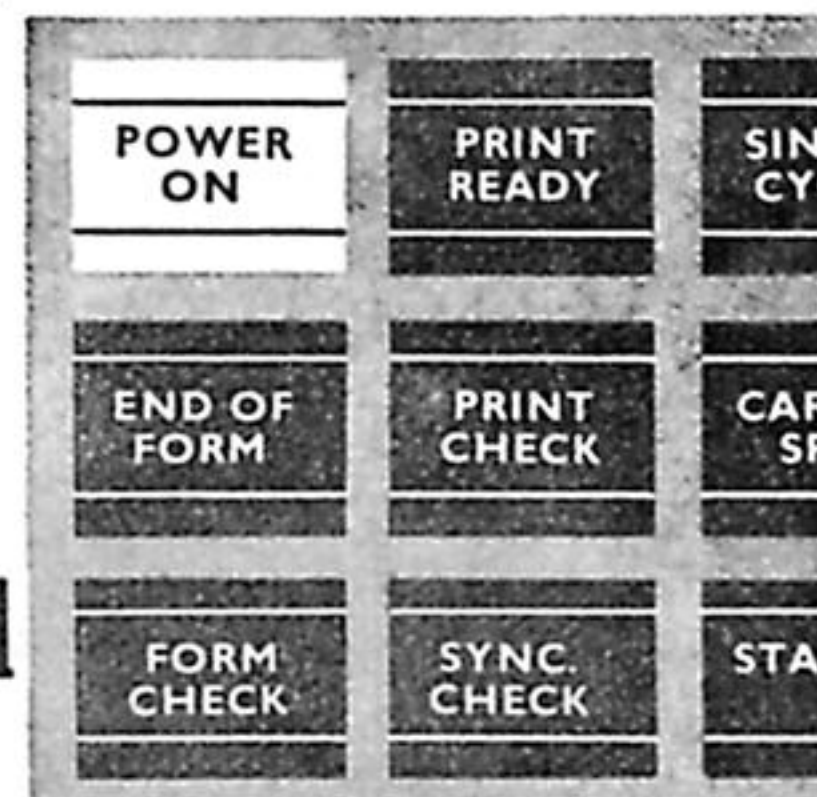
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# Two submarines made a ring round world

Leaving Singapore within two days of each other, H.M. submarines Auriga, commanded by Lieut.-Cdr. R. M. Venables, and Anchorite, commanded by Lieut.-Cdr. C. J. Ward, between them circumnavigated the world.



Anchorite arrived at Fort Blockhouse on March 29, having returned via the Cape of Good Hope. Auriga arrived at H.M.S. Dolphin on April 1, after a trip via Guam, Honolulu, Acapulco, Panama and Bermuda.

H.M.S. Auriga is to undergo a refit, after which she will probably join the First Submarine Squadron at Dolphin.

Anchorite will pay off shortly, to be placed on the "for disposal" list.



**TOP:** No doubt about the happy reunion for the commanding officer of Auriga, Lieut.-Cdr. Roger Venables, wife Jane, and daughters Jessica and Lisa

**CENTRE:** Apparently not quite sure of the taste as "the lads" of Anchorite tried the welcome home cake

**BELOW:** Andrew and Angela somewhat bewildered by all the fuss as ERA Anthony Clark of Anchorite is welcomed by his wife Kay. They live at Rowner, Gosport.



**TOP:** Sub-Lieut. John Bradshaw, of Auriga, greeted by his wife Pam and their children Joanne and Simon. They live at Raynham (Kent)

**CENTRE:** Lieut.-Cdr. Chris Ward, commanding officer of Anchorite, with his wife Elizabeth and children Judith and Melanie. Their home is at Shaftesbury

**BELOW:** Wife Linda and sons Alan and Ian, of Portsmouth, were there to welcome ERA Ray White, of Anchorite



## Condor's bridge builders

The combination of venture training with a worthwhile task was one aim of H.M.S. Condor's winter training programme.

Following considerable discussion it was decided that the mechanic's venture training should be the building of a bridge in Glen Nevis.

The bridge was to be at a point where, when the river was in spate, it was virtually impossible to cross on the journey from Staoineag to Polldubh.

Mechanicians and artificer apprentices started the work on October 6 last year. Work had to be suspended because of the foot-and-mouth epidemic, and at one time it was thought that the work would have to be abandoned.

Towards the end of January, however, work was re-started and a handsome rustic bridge now spans the river.

The task was no mean undertaking. The bridge is four and a half miles from the nearest point at which transport of any type could be used, and all the materials had to be man-handled over this distance.

Some extraordinary feats of strength and stamina under arduous conditions were displayed, the whole venture being undertaken with team spirit of the highest order—the real purpose behind expedition training activities.

## REDUNDANCY ASSURANCE

Mr. Maurice Foley, Under-Secretary for Defence (Navy), visiting the Royal Navy and Royal Marines Careers office in Manchester on April 18, confirmed that there would be redundancies in the Royal Navy until 1970.

"I am their Minister and I would not let them down," he said.

Saying that the redundancies would be in the Fleet Air Arm, he pointed out that recruiting had stopped for fixed-wing fliers, but was continuing for helicopter pilots and observers.

## Father and son

Capt. J. A. R. Troup, commanding officer of H.M.S. Intrepid, the Navy's newest assault ship, had a special welcome for one of the embarked force—his son, 2/Lieut. Nicholas Troup of the 1st Bn. the Queen's Regiment.

Intrepid, operating with Army units in the Persian Gulf, took the Queens from their base in Bahrain to desolate Yas Island for exercises.





# Elements did not spoil tour

The end-of-season Navy rugby tour in Northern Ireland was a great success, in spite of the dreadful weather, which did its best to ruin things.

It was the first time a Royal Navy side had appeared in Ulster, and the "natives" did everything in their power to be as friendly and hospitable as possible.

The first game, against Bangor, was played in a steady downpour and a howling gale on a pitch which soon resembled a typical Irish bog.

Normally the game would have been scrubbed out, but both teams valiantly ploughed around in the mud, doing their best to make a game of it. It was no surprise that neither side could manage to score, and the result, a no-point draw, was a fair result.

## A GOOD PARTY

If the game was a disappointment, the dinner and party afterwards made up for it.

Next day, after a snow storm, which ruined the golf in the forenoon and threatened the evening's game, we had a really exciting match with the North of Ireland at Belfast.

The score, 3-0 to the Navy, does not reflect the full superiority of the Navy side in this game. Kevin Lavelle scored the only try in the first few minutes of the game, but after that the Navy were rarely out of their opponents' half, and only desperate defence saved North's line.

## RUGBY NOTES BY NIMROD

The ground was very wet and the ball greasy, but both sides ran with the ball and made a most attractive game of it.

A very fitting end to a good season's rugby by the Navy side, who have always tried to play open, constructive, attacking football this season.

## SIX FOR SERVICES

The Navy was well represented in the Combined Services side against the French Armed Forces at Twickenham on April 6.

Colin Gibson on the wing scored a brilliant individualist try. Simon Newsom captained the side at stand-off half.

Trevor Gatehouse hooked extremely well with Malcolm Anthony supporting him at tight head prop. Andy Higginson, who played an outstanding game in the second row, and Kevin Lavelle at wing forward made up the Navy's contribution.

It was a pity that Gareth Jones's damaged ankle prevented him from playing in what was a very good, open game, which the French won 19-10.

## TOUGH JOB

Lieut. Leslie Williams, who will sail the 53-ft. yacht "Spirit of Cutty Sark" in the single-handed trans-Atlantic race, gets into trim with the field gun team of H.M.S. Daedalus. He is wielding a 124-lb. gun wheel, during a spell of what is reputed to be the toughest training throughout the Services.



## TROPHIES TO BE PROUD OF

Clr. Sgt. Derek Evans (right), the Royal Navy and Royal Marine boxing coach, and PO Ron Eden who, last year held that position, with the three main boxing trophies won this season. In the centre is the Combined Services' Boxing Association team trophy, a fine piece of work standing 23 inches high. On the right is the Suther trophy for the matches between the Army and the Royal Navy, while on the left is the Peters trophy, which goes to the team winners of the Royal Air Force and Royal Navy match.



## BOXING NEEDS TO BE ORGANISED

In a letter to the Boxing Editor of "Navy News," PO SA G. K. Miller, serving in H.M.S. Llandaff, says that he is inclined to agree that the "noble art" is becoming a dying sport—not only in the Navy but throughout the country.

He goes on "The photograph and article on the back page (March issue) on 'Whacker' Payne, seemed to rub salt into our wounds, because I have yet to find a more dedicated boxing trainer than he was.

## PERSONALITIES

"Boxing thrives on personality, and if we have a few more guys like 'Whacker,' giving the sport their all, the kids will come along.

"Once a lad acquires the basic moves, it becomes, through

training, an instinct. I started boxing at 10 and continued my boxing career in the Navy with no brilliant success, but I think my style of boxing entertained, whether in defeat or victory, because it was well schooled.

"If we who love the game do our bit to ensure the lads have every chance to develop their talents and box with the right sporting attitude, I am sure boxing in the Royal Navy will receive the tonic it needs.

## DEVELOP JUNIORS

"If we concentrate on developing talent in the training establishments, we will find it most rewarding.

"The organisation needs improvement. I took three juniors to Ganges for the Junior championships in 1967, finding myself the only "non-club-swinger" there, with perhaps a dozen or so other trainers. They seemed

to have no real enthusiasm for the sport. It was just part of their job to take the youngsters to Ganges.

"It stuck out like a sore thumb to the youngsters that the P.T.s who had brought them down had little affection for the sport, the boxers being left to their own devices for the days they were there.

## MATERIAL AVAILABLE

PO Miller feels that really good material is available in the Service, but real tuition is lacking. "Boxing is a sport," he says, "that you really have to love to be able to give it anything."

He feels that having crossed clubs on one's arms is no credential. "Of course there are exceptions. 'Whacker' Payne was paramount, young Sammy Stubbs, Ron Eden, Jimmy Bates, George Moody and Ken Fer-

man and a few others are good examples," he says.

PO Miller, whose father had 240 professional fights from the age of 16, goes on: "The boxing ring is the loneliest place in the world and a youngster's future is in the hands of his trainer.

"It is a great sport, where you have only yourself to blame if you do not do well, and not 10 other players.

"I believe it builds character and I impress on the boys I train to do their hardest in the gym, because if they 'loaf' there, it is in the ring where they will get the 'message.'"

The Boxing Editor who, in the March issue asked for some views, regrets that lack of space prevented PO Miller's letter being given in full, but thanks him for his interest and hopes that others, for and against, will give their views.

# Big honour depended on a single goal

In my remarks in the last issue of "Navy News" I remarked upon the closeness of the Inter-Service soccer tournament, and the last match emphasised how right I was.

The results of the various matches were: Army 3, R.N. 2; R.N. 1, R.A.F. 1; R.A.F. 2, Army 2. The results show that it was necessary only for the Navy to have saved a goal, or to have scored one, for the whole competition to have been a triple tie.

Going one step further, a little extra effort, a chance taken, and the Royal Navy could so easily have been champions instead of the wooden-spoonists that they are.

## SOME REGRET

This last season must be viewed with a certain amount of regret, for the Navy team was quite a good one, and victory was so near.

Nevertheless, it is no use dwelling on what might have been, and I am sure that the Navy players were as disappointed as well as those in authority were.

Let us now look forward to

## Wrens are the champions

In the Women's Inter-Service Netball championships at R.A.F. Halton on April 8, 9 and 10, the W.R.N.S. were first, the W.R.A.C. second, with the W.R.A.F. trailing—but not far behind.

The following represented the Royal Navy Women's team: 2/O M. M. James (Newcastle Careers—Captain), PO Wren D. Watkinson (Excellent), L Wren M. Matthews (Goldcrest), L Wren A. E. Pye (President), L Wren A. Goodwin (Daedalus), Wren L. M. Colley (Excellent) and Wren M. L. Vaughan, (R.M.B. Eastney).

the next season, remembering that not only will the Navy squad be losing its able coach, Sgt. Instr. Ellis, but because of drafting and posting, they will also lose AB Currie, Mne Anderson, and LS Lowndes.

At the present moment, the loss is not as heavy as in some previous years but, as ever, September will find the R.N. Football Association in search of replacements and improvements.

While the next Inter-Service tournament is still a long way off, it is obvious that with the players remaining, and the strength of the Navy fixture list, the Royal Navy can go into the 1968-69 season with the utmost confidence.

## THE PLAYERS

The most impressive players in the Navy eleven were Derek Godwin, the team captain, and Mick Rogers, the excellent goalkeeper.

The most improved player was Glynn Pughley, while the core of the Navy games were tried and experienced players such as Geoff Atkey, Brian Crawford, Larry Anderson and Sam Malcolmson.

Because of posting, etc., in the Combined Services squad, three additional Navy players will get their opportunity of representing the Combined Services, i.e., Sam Malcolmson, Geoff Atkey, and Brian Crawford.

They are each to be congratulated on their selection, and the sound play which has brought this honour to them.

As a preview to the Gibraltar tour, the Combined Services had a match against the British Universities—a very good team. The Services played very well and won 2-0.

## GIBRALTAR TOUR

The Gibraltar tour comprises matches against the Combined Services, Gibraltar, on May 4, and the Gibraltar Football Association on May 5.

# Depleted Army too good for Navy

Having lost by five goals to two to the Royal Air Force, the Royal Navy hockey selector, Cdr. R. Midgley, made changes for the 50th Navy versus Army match at Eastney on April 3.

Bruce Trentham, the Great Britain centre half, was moved into the half-back line, with Cadet A. Smith, a new cap, at centre forward, and PO H. Pimblett replacing Bill Ellison. The game opened up with the Army quick to the attack

down the left flank—a good run by Pratt—his centre being wasted.

Twice within the first 10 minutes the Army missed goals—a lucky break on one occasion and a good save by the Navy goalkeeper, Weedon, keeping the ball out of the net.

## ARMY'S BAD LUCK

The Army's streak of bad luck continued when Jenner, the centre half, had to leave the field with concussion.

With only 10 men the Army had to re-group, Cornock moving to centre half and Dent dropping to right half.

Ten men, however, were sufficient, for the Army took the lead from a good passing movement between Coleman and Moss, which carved through the Navy defence, and left Weedon lying helpless while Moss ran the ball into an empty net.

With Jenner still unfit when the game was resumed after the interval, continual pressure was put on the Army defence.

## CHANCE MISSED

Smith could have put the Navy on equal terms, but squandered an easy chance.

It was Cook, however, who did equalise. With the ball in the Army circle, Cook collected it superbly and flicked it past the goalkeeper.

This should have been the

goal to pep-up the Navy side, but the Army's 10 men seemed to be able to do things which the Navy's 11 could not match.

## ATTACKS REPELLED

Despite a severe battering, the Navy's attacks were repelled. The Army defence made some fine clearances, one going to Pratt who, with one of his many fine runs, was stopped by Pimblett at the expense of a short corner.

Pratt's fast rising shot from the push out was deflected into the net by Fielding, thus giving the Army a 2-1 lead.

The Royal Navy did everything to level the game, but the Army, who needed a win before taking on the R.A.F., gave precious little away in the closing stages of the game.

On April 10 the Royal Air Force retained the Inter-Services hockey championship on goal average by drawing with the Army two-all.

Royal Navy: Sub. Lt. C. Weedon (R.N.E.C.), P.O. H. Pimblett (Victory), Lt. G. Fielding (Exmouth); Lt. A. Keeling (Dartmouth), Sub. Lt. A. Trentham (Chichester), Sub. Lt. S. Peter (Collingwood), Lt. D. Wilson (St. Vincent), Cadet A. Smith (Dartmouth), Capt. S. Cook (R.M.R., Birkenhead), Inst. Lt. Cdr. P. Rowe (St. Vincent).

Army: L. Cpl. G. Young (R.A.O.C.); Lt. R. Brooks (R.E.), Capt. M. Stott (R.E.); Maj. C. Cornock (R.A.), Lt. H. Jenner (Cheshire Regt.), Lt. N. George (R.A.), Capt. A. Dent (R.E.), WO2 R. Coleman (R.A.), Lt. G. Symonds (R.A.), Capt. N. Moss (R.S.), Capt. A. Pratt (R.A.).



# Navy archer is Scots champion

CPO Christopher Jones, a diving instructor in H.M.S. Safe-guard, the R.N. Leadership and Diving School at Rosyth, won the Scottish Open Indoor Archery championship in Edinburgh, at the end of March.



CPO C. Jones

Taking up archery in 1962, CPO Jones now shoots for the Edinburgh Civil Service Archery Club with a handicap of minus seven. His home club is the Portsdown Archery Club, where his wife, Margaret, is also a member.

Last year he represented Hampshire in the National Championships and was placed 12th.

CPO Jones would like to hear from other naval personnel who are toxophilites (lovers of archery).

## Shooting success

The annual title match of the Gosport and District Rifle and Pistol Association was won by H.M.S. Collingwood who, in addition to winning the team award, produced the individual winner—Art. App. J. J. Legg.

## Basketball

Following the three-day Inter-Services basketball championships at H.M.S. Daedalus last month, the Combined Services took on the England Under-19 team.

The youngsters seemed to fade towards the end of the match, and lost 55-68.

The Inter-Services championship was won for the sixth successive year by the Army, who beat both the R.A.F. and the Navy. The R.A.F. also beat the Navy.

## Daedalus win

With only 12 points scored against them during the R.A.F. Thorney Island seven-a-side rugby tournament on April 10, H.M.S. Daedalus were the winners.

Daedalus, with a side made up of present or former United Services players, beat H.M.S. Excellent 18-3; the Royal Military Police, Chichester 24-3; and H.M.S. Sultan 23-6.

H.M.S. Collingwood won the

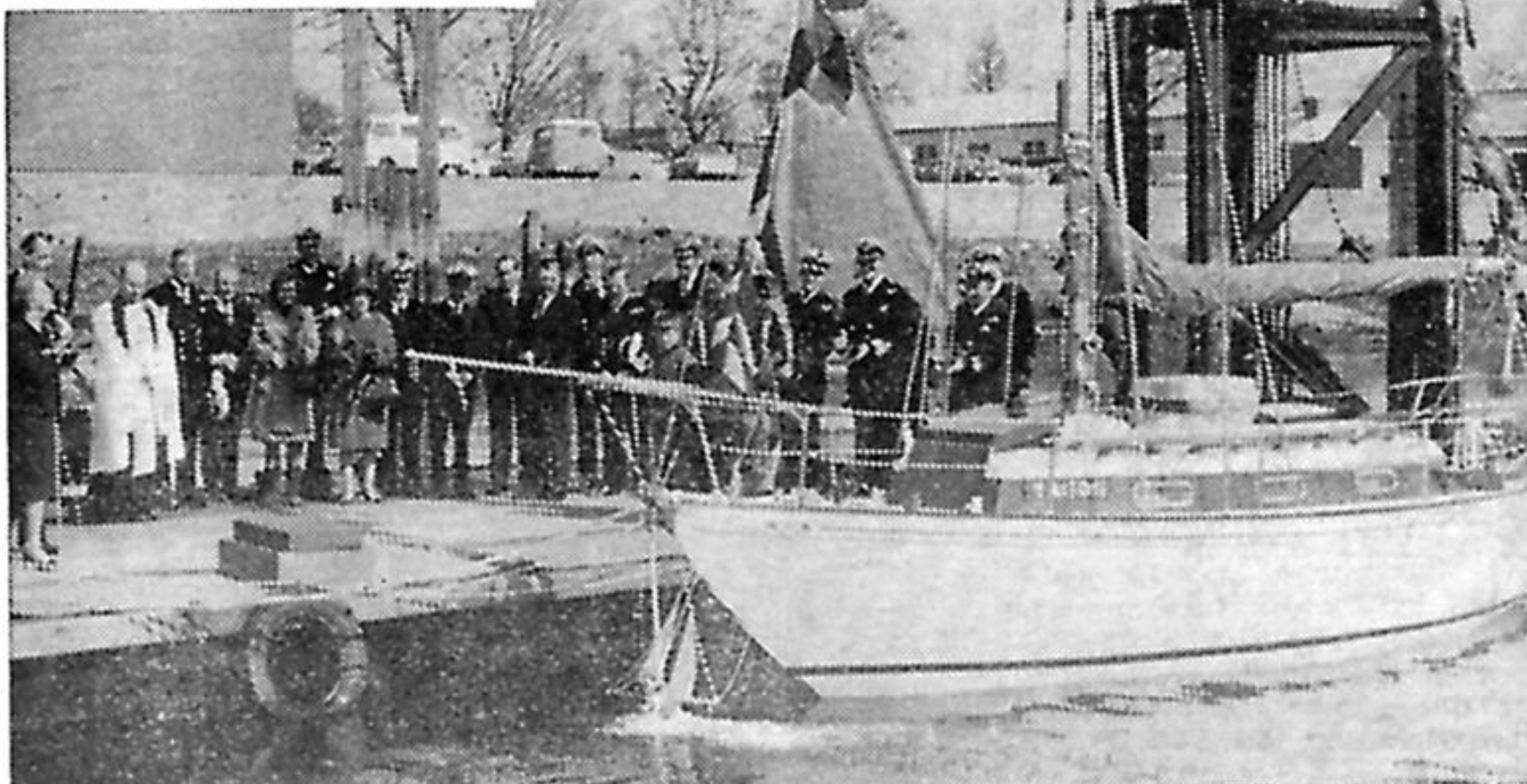


Plate Final, defeating R.A.F. Thorney Island 31-0.

## Cycle time trials

POM(E) K. Milner, of H.M.S. Phoenix represented Portsmouth Command in a 10-mile cycling time trial on March 3, being placed eighth out of 30 starters. His time was 27 min. 40 sec.

In a similar race on March 10, out of 26 riders, PO Rel Gregory was fifth in a time of 27 min. 44 sec., and POM(E) Milner was sixth in 28 min. 44 sec.

## Victory again

For the third successive year, Surg. Lieut. A. J. Rugg-Gunn (R.N.A.S. Lossiemouth) won the Naval Air Command Squash championship.

In the final he met and defeated Lieut. M. J. Sant (R.N.A.S. Culdrose), 4-9, 3-9, 9-6, 9-2, 9-1.

## Swimming dates

The R.N. Amateur Swimming Association coaches' course is to be held at the R.N. School of Physical Training, Portsmouth, from May 13 to 31.

The following dates have been provisionally arranged—Navy Junior Swimming and

## SPORTING ROUND-UP

## R.N.S.A.'S NEW YACHT

The second Twister class cruiser for charter by the Royal Navy Sailing Associa-

tion was named at the H.M.S. Excellent sailing centre—Triton of Portsea.

The naming ceremony was carried out by Mrs. M. E. Robinson, secretary of the Nuffield Trust for the Forces of the Crown, which contributed towards the cost of the yacht.

Among those present at the naming ceremony were Vice-Admiral I. L. M. McGeoch (former captain of the Portsmouth branch of the R.N.S.A.), and the present captain, Capt. T. Firth.

## Plymouth cycling win

The Royal Navy Cycling Association 25-mile time trial championship on April 13 was a keenly fought battle. Mne M. Parker, of 45 Cdo, riding for the Plymouth Command, being the individual winner in a time of 1 hr. 2 min. 37 sec.

A minute and a half behind him was LM (E) M. Dingeldein, of H.M.S. Pembroke, riding for the Medway sub-command.

Plymouth Command won the team event in an aggregate time of 3 hr. 17 min. 52 sec. Scotland/Air were second, followed by Portsmouth, and Medway fourth.

The event was Mne Parker's first ever time trial in his first season of racing and his effort is all the more commendable.

## Win for W.R.A.F.

The W.R.N.S. had to be content with second place in the Women's Inter-Service Badminton championships held at Wimbledon on April 1 and 2, the W.R.A.F. scoring 20 points to the W.R.N.S. 10 points and four to the W.R.A.C.

2/O Hogg (Vernon), 3/O Wedgewood (Victory), PO Wren Lees (President), PO Wren Watkinson (Excellent), L Wren Rhodes (Seahawk) and Wren Hoe (Daedalus) represented the W.R.N.S.

Mne Max Smith, the ABA cruiser-weight title holder, will meet Ray Brittle at Wembley on May 10.

## Shot his way back to championship

With a score of 288 out of a possible 300, Art. App. Howard Manning won the champion's place of honour in the Naval Air Command Junior .22 rifle championship.

A member of the Southend-on-Sea Cadet Corps before joining the Service, App. Manning took part in competition both with the cadets and local civilian rifle clubs.

Howard Manning does not concentrate only on shooting. Whenever possible he sails the R.N. Air Station, Arbroath's dinghies, or takes to the air in a Condor glider.

With shooting, sailing, gliding, and reading as his hobbies, and a full programme of work connected with his training to become an aircraft artificer,

Howard Manning finds life in H.M.S. Condor both exciting and full of interest.



App. Howard Manning

Water Polo championships at H.M.S. Ganges, June 7 and 8; Senior championships at H.M.S. Caledonia, June 21 and 22.

Other R.N. dates are—July 27, versus Jersey Swimming Club in Jersey; versus Otters, at Shell Bath, London, September 17; versus Civil Service, H.M.S. Ganges, September 18.

## Another win for Meadows

The annual seven-mile Newport to Ryde road race on April 22 was won by L Std Bob Meadows, running for the Portsmouth Athletic Club.

His time was 37 min. 54 sec.—1 min. 2 sec. faster than the runner-up, Alan Cass, who was running as an independent. Third was T. Townsend, of Portsmouth Athletic Club, who finished in 39 min. 56 sec.

In the same race last year, Meadows was third.

The team event was won by the Portsmouth A.C., with Bournemouth A.C. second. Ryde Harriers and Sussex Athletic Club were among the other clubs represented.

## BINKS THE HOCKEY CALLS IT A DAY

It was seven years ago that the then PO John W. Binks (Joe to all his friends), now a CPO, was featured as the "Navy News" Sportsman of the Month.

An all-round sportsman—hockey, swimming, squash—Joe says he is leaving first-class hockey at the end of this season, and it seems, therefore, appropriate to feature him again.

Although he claims to be finishing with first-class hockey, his friends will be rather surprised if it really is the case.

### Missed jubilee match

Joe was expected to play his 143rd hockey game for the Royal Navy on April 3 against the Army, establishing what must be, surely, a record, but last-minute changes were made.

CPO Binks himself says he has no kicks about being left out—he felt that the Navy fielded the best possible team on that day, although, naturally, he would have liked to have played in the jubilee match.

Joining the Service as a boy seaman in 1945, CPO Binks has had an interesting career which has taken him all over the world. He qualified as a physical training instructor in 1952.

Joe learned his hockey on entry, but it was after seeing the 1956 Melbourne games that he attempted top-class hockey playing.

The stepping stones to county level and Inter-Service hockey were the games for the United Services alongside players such as Jimmy Hamlyn and Ian Macdonald against well-known clubs—Hounslow, Surbiton, Beckenham, etc.

His first Navy game was in 1958, and he was awarded his cap in the 1959 season.

Playing at outside-left, his speed and control of the ball earned him the respect of many opposition players.

In 1962 he played his way into the Combined Services, and took part in England trials against

## 142 games for Navy

## SPORTSMAN OF THE MONTH



CPO 'Joe' Binks

Although hockey is Joe's first love, he took up squash in 1957, becoming Portsmouth Command Rating Squash Champion that year. He was lower deck champion in 1961-62-65-67 and 1968, and represented the Navy in 1966 and 1967.

the divisional teams South, West and East of England. Before departing for Singapore in 1963 he enjoyed a run of 79 consecutive games.

### Liked Singapore pitches

Singapore gave Joe a new lease on the hockey field, the flat hard pitches suiting his style of play admirably.

His example on and off the field, and the enormous efforts he put into organising various successful hockey tournaments, earned the gratitude of the hundreds of players in the Fleet and also of the Singapore Hockey Association.

In Singapore came the distinction of being the only European to play for the State team, being selected, finally, to play against the world champions—India—in a pre-Olympic match in 1964, thus earning international honours.

As an observer at the 1964 Tokyo games, Joe saw the new concept of hockey; the need to read the game and learn new tactics from the world's best players.

During his last season in Singapore, CPO Binks was in the Joint Services team which beat the full State team for the first time ever.

### Move to half-back

In 1965, upon his return to the United Kingdom, Joe moved from the forward line, becoming a successful half-back.

That season he established himself again in the Navy team, and the 1965-66 season saw the most successful Navy team for years. Not a fixture was lost until the match before the Inter-Services.

A severe facial injury that season might have ended hockey for Joe, but he made a remarkable recovery during the summer, and he was in action again in the 1966-67 season.

Now a qualified Hockey Association coach, CPO Binks toured naval establishments in the United Kingdom during the 1966-67 season, in an endeavour to help improve Navy hockey.

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